A HANDBOOK OF FLORIDA



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A HANDBOOK OF FLORIDA

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BY

CHARLES LEDYARD NORTON

WITH FORTY-NINE MAPS AND PLANS

NEW YORK

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CHARLES LEDYARD NORTON

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NOTE.

The right and title to "The Florida Annual," of which four editions have been published, has been purchased, and the present Handbook is designed to preserve its best features in a new form.

PREFACE.

The first section of the Handbook proper is devoted to sketches of the several counties, with maps compiled from the best attainable authorities. In the context the different railroad lines crossing the counties are given, with tables of stations and distances, so that, if desired, the different routes can be followed from county to county. Take, for instance, Route 40, p. 183, Jacksonville to Palatka. The railway passes through Duval, Clay, and Putnam Counties. Descriptions of the counties with their respective maps are alphabetically arranged, beginning at page 1. On page 25 are stations and distances in Duval County, on page 16 those in Clay County, and on page 82 those in Putnam County, so that the movement of the train can be followed from one map to another throughout the journey. Distances are given in both directions as indicated by arrows at the sides of the tables. The frequent establishment of new stations and the discontinuance of old ones may account for discrepancies between the maps and current time-tables. In future editions these will be corrected as rapidly as possible.

In the other sections travelling routes are described in general and in detail, with as much accuracy as possible under the changing conditions of a country where, a few years ago, railroads were unknown.

The general plan divides the State into five sections, as

follows: The Atlantic Coast (p. 103); The Gulf Coast (p. 228); Middle or Inland Florida (p. 273); Subtropical Florida (p. 309); West Florida (p. 329). Under these again, the towns and places of special interest are designated as numbered routes covering the principal resorts and lines of travel as they exist. Much information of value to intending settlers, as well as to tourists, will be found throughout the volume. This is especially true in consideration of the county maps, which have never before been published together in such convenient shape.

Reference to the table of contents, pp. ix to xii, will facilitate the finding of any particular route or locality.

Hotel rates, the usual prices for saddle-horses, carriages, boats, guides, etc., are in the main the result of personal experience, or from answers to letters of inquiry. Such rates, however, are always variable, with, in general, an upward tendency.

The editor will be grateful for the correction of any errors, or for information that may increase the value of future editions.

C. L. N.

15 East Sixteenth Street, New York,
November, 1890.

CONTENTS.

[In order to permit the introduction of new routes in future editions of the Handbook, without disturbing the general arrangement, the routes are numbered *decimally*. Thus Jacksonville is 10; Fernandina, 20; St. Augustine, 30; while the intermediate numbers, 11, 22, 35, etc., are assigned to routes subordinate to, and more or less connected with, each central point of interest.]

PAGE.

Introductory Matter, Hints to Travellers, etc. xiii
Paragraph History of Florida xx

COUNTIES AND COUNTY MAPS.

Alachua County 1
Baker County 6
Bradford County 7
Brevard County 9
Calhoun County 11
Citrus County 13
Clay County 14
Dade County 19
De Soto County 21
Duval County 23
Escambia County 27
Franklin County 29
Gadsden County 31
Hamilton County 32
Hernando County 34
Hillsborough County 36
Holms County 39
Jackson County 40
Jefferson County 42
Lafayette County 43
Lake County 45
Lee County 49
Leon County 51
Levy County 54
Liberty County 55
Madison County 57
Manatee County 59
Marion County 61

PAGE

Monroe County 64
Nassau County 65
Orange County 68
Osceola County 71
Pasco County 74
Polk County 76
Putnam County 80
Saint John's County 82
Sumter County 85
Santa Rosa County 88
Suwannee County 89
Taylor County 92
Volusia County 94
Wakulla County 98
Walton County 100
Washington County 101

I. The Atlantic Coast.

ROUTE PAGE

10. Jacksonville 103
11. Jacksonville to St. Augustine and return 110
12. Jacksonville to Fernandina and return 111
13. Jacksonville to Mayport and return 112
14. Jacksonville to Pablo Beach and return 114
15. Jacksonville to Green Cove Springs and return 115
16. Jacksonville to Fort George Island and return 115
17. The Lower St. John's River and Domenique de Gourgues 117
20. Fernandina 127
21. Amelia Island 130
22. Amelia River 130
23. Nassau Sound 131
24. Cumberland Sound 131
30. St. Augustine 133
31. Anastasia Island 175
33. Matanzas River and Inlet 178
34. St. Augustine to Jacksonville 182
35. St. Augustine to Palatka 182
38. Jacksonville to Palatka by rail 183
39. Jacksonville to Palatka by river 184
40. Green Cove Springs 187
50. Palatka 188
51. Lake George 190
52. The Fruitland Peninsula 191
53. Crescent Lake 191
54. Seville 192
55. Palatka to Sanford by rail 193
56. Palatka to Sanford by river 194
60. Sanford 196

ROUTE PAGE
61. De Land 198
62. Lake Helen 199
70. Daytona 200
71. Ormond 202
72. Halifax River 202
80. New Smyrna 203
81. Ponce Park and Mosquito Inlet 207
90. The Indian River 210
91. Titusville 213
92. Rockledge 214
93. Melbourne 215
94. Jupiter Inlet 216
95. Jupiter Inlet to Lake Worth 221
100. Lake Worth 222
101. The Sea Coast South of Lake Worth 226

II. The Gulf Coast.

110. Fernandina to Cedar Key 229
111. Cedar Key 229
120. Jacksonville to Homosassa 233
121. Homosassa 233
130. The Pinellas Peninsula 236
131. Tarpon Springs 237
132. Clearwater Harbor 243
133. St. Petersburg 247
140. Tampa 249
141. Port Tampa 251
142. The Manatee River 252
150. Charlotte Harbor 254
151. Punta Gorda 256
152. St. James-on-the-Gulf (Pine Island) 259
153. Punta Rassa and Tarpon Fishing 261
154. The Caloosa River 265
155. Fort Myers 267
156. Lake Okeechobee 269
157. The Everglades 270
158. Naples 271

III. Middle Florida.

160. Sanford to Tampa Bay and Port Tampa 275
161. Winter Park 276
162. Orlando 278
163. Kissimmee 279
164. Lakeland 280
165. Bartow 281
166. Plant City 282

ROUTE PAGE
170. Jacksonville to Ocala 282
171. Interlachen 283
172. Citra 284
173. Gainesville and The Land Office 288
174. Jacksonville to Leesburg 290
175. Micanopy and the Seminole Wars 291
180. Ocala 294
181. The Oklawaha 296
182. Silver Spring 299
183. Blue Spring 301
184. Dunellon 302
185. Lake Weir 304
190. Leesburg 305

IV. Subtropical Florida.

200. Biscayne Bay 310
201. The Florida Reefs 315
202. Key West 323

V. West Florida.

210. Jacksonville to River Junction 331
211. Macclenny 334
212. Olustee 334
213. Lake City 338
214. Live Oak 339
215. Madison 339
216. Monticello 340
220. Tallahassee 342
221. The Wakulla Spring 347
222. St. Marks 349
223. Quincy 350
224. Chattahoochee 351
230. River Junction to Pensacola 352
231. Marianna 353
232. De Funiak Springs 354
233. Milton 355
240. Pensacola 355
250. The Gulf Coast of West Florida 365
Miscellaneous Information: Oranges, Lemons, Limes, Citrons, Grape Fruit, Pineapple 368
Native Races of Florida 372
Seminole Words, etc 373
Average Temperature 377
Rainfall, etc., in Florida 378
Population 378
The Game Laws of Florida 379

FLORIDA.

THE State of Florida, owing to its semi-tropical climate, and its remarkable natural attractions, is recognized as the most favored winter sanitorium and pleasure resort of Americans. Especially is this true of those who reside so far North that they are certain to be more or less incommoded by protracted cold.

The Florida Season.—As soon as the weather begins to be wintry and disagreeable in the North it begins to be pleasant in Florida. Although the fashionable season does not open until after Christmas, invalids or others desiring to avoid the first approaches of cold can always find comfortable accommodations near the principal places of resort. The leading hotels usually open in January and close in May, and the travelling facilities are at their best during that period.

Railroads.

New York is the natural starting-point for travellers from the Northern Atlantic States and Canada. Through tickets without change of cars to St. Augustine and the other principal resorts in Florida can be procured at any general railway office.

The Atlantic Coast Line is the shortest. Time, New York to Jacksonville, twenty-four to thirty-six hours. Vestibuled trains are run through from New York.

There are three ordinary express trains daily each way between New York and Jacksonville during the winter season. The vestibuled trains are made up of drawing-room cars

with electric lights, libraries, dining-rooms, smoking-rooms, bath, and all the luxuries of a modern hotel.

The direct route passes through Philadelphia, Pa., Wilmington, Del., Baltimore, Md., Washington, D. C., Richmond, Va., Wilmington, N. C., Charleston, S. C., and Savannah, Ga., to Jacksonville and St. Augustine.

St. Louis, *Louisville*, and *Cincinnati* are the three points of departure from the Northern Central group of States. From these cities frequent trains run either to Pensacola or Jacksonville, or direct to New Orleans, whence communication with the Florida railroad system is constant and easy.

Ocean Routes.

The journey to Florida may be pleasantly varied by making part of the trip by sea, as indicated in the following list of steamship lines.

The Clyde Steamship Company, Pier 27 East River, office No. 5 Bowling Green. Tri-weekly steamers to Jacksonville (time, about three days). Monthly schedules are issued, giving dates and hours of sailing. All these steamers touch at Charleston, S. C.

The Mallory Line, Pier 20 East River, New York, despatches a steamer once a week to Fernandina, but little more than one hour's ride to Jacksonville (about three days at sea).

The Ocean Steamship Company, Pier 25 East River, New York. Steamers once a week from Boston, New York, and Philadelphia (the latter freight only), to Savannah, Ga., five hours from Jacksonville (about forty-eight hours at sea).

The Old Dominion Line, Pier 26 North River, New York. Tri-weekly steamers to Norfolk and Richmond, Va. (about twenty-four hours at sea), thence twenty-two hours by rail to Jacksonville.

Hints to Travellers.

Outfit. Woollen undergarments, shirts, and hosiery of light or medium thickness, according to individual temperament, are best. Camels' hair, or some of the so-called unshrinkable flannels are preferable. There are days in every month when thin outer clothing, suitable for summer wear, is desirable, but, in general, clothing of medium thickness is not uncomfortable. Moderately warm wraps, overcoats, and rugs are indispensable, and mackintoshes or other waterproofs are recommended. For men soft felt hats are best for general use, but sun-helmets of cork, pith, or duck are convenient for warm weather. Straw or palmetto hats can always be purchased in Florida. If much walking is anticipated high shoes are desirable, as deep sand cannot always be avoided. For men leggings of leather or canvas are recommended as a protection against the tangled "scrub" and its living inhabitants, especially the "red bugs" and wood-ticks that frequent the undergrowth. During the winter months snakes are rarely encountered. Leggings are also convenient for riding, and are very generally used by tourists and sportsmen.

All the articles specified can be purchased in St. Augustine or Jacksonville, at a slight advance upon New York prices, and most of them can be found in any of the larger towns

The normal clear, winter weather of Florida is perfect for out-of-door life, but seasons differ greatly. While summer is usually the rainy season there are occasional variations from the regular order. Sometimes there are rainy winters, and every season brings its "northers," when a cold wind blows, sometimes for several days in succession, and fires and warm clothing are in demand. With a limited amount of luggage it is often inconvenient to carry a full supply of thick underwear, therefore it is suggested that these sudden changes of temperature be met by donning two suits of light underwear at once.

Railway travel in Florida is unavoidably dusty in fair weather, the dust being of that penetrating quality that ren-

ders its perfect exclusion from cars wellnigh impossible. Dusters are not pretty to look at, but they add greatly to the comfort of travel, and any anti-dust contrivances in the way of caps, neckerchiefs, and the like will be found equally convenient.

Camp Outfit. Two woollen blankets, army size; one sewn together at bottom and along two edges, to form a sleeping-bag, and the other left unsewn, for use in warm weather, $5.00; one rubber poncho, $1.00; one suit of oil-skin clothing, coat and trousers, $3.50; one perfectly water-tight match-box (a tightly corked, large-mouthed vial is perhaps best) ten cents; one pocket or watch-chain compass. This is indispensable in Florida, for in cloudy weather there is nothing to steer by in the piny woods, and the watercourses are often so tortuous that bearings are easily lost, fifty cents upward; one mosquito net. Florida hunters use "cheese-cloth," as that is proof against sand-flies while the ordinary netting is not. The foregoing list covers essentials only. The aggregate cost need not exceed $12.00

Shooting Outfit. Guns according to preference, since every sportsman has his favorite. A light 32 or 44 calibre rifle will be found very convenient. Game of all kinds has been shot at so much since the introduction of breech-loaders that it has become very wild. The rifle can often be used with good results when shot-guns are useless.

For shot, Nos. 9 and 4 with a supply of buckshot for large game, and a few long-range cartridges have been found to serve well for general shooting.

Fishing Outfit. An ordinary bass-rod, reel, and line is best for general purposes. Common metallic spinners or spoons are used for trolling. Florida fishes handle trolling gear rather roughly, and "phantom minnows" and the like are apt to come to grief. For general purposes, Limerick hooks, ringed and bent, are as good as any. A supply of gut-snelled hooks is desirable for use in the perfectly clear waters of certain streams, but in general linen snells are best. The most useful sizes of hooks range from 610 downward, though, of course, for the heavy weights the larger sizes are necessary. Sinkers must be provided and floats are often useful.

Special tackle for tarpon and kingfish is described under Route 82.

Money. A list of towns having banks or bankers is given below. A supply of silver quarter-dollars and of nickel five-cent pieces will be found convenient, as small change is apt to be scarce away from the larger cities. A stock of one dollar bills is preferable to those of larger denominations since the weighty and inconvenient silver dollar is in Florida almost invariably tendered in change.

Banks.

Apopka, Orange County.—Bank of Apopka.
Bartow, Polk County.—Polk County Bank.
Brooksville, Hernando County.—Bank of Brooksville (not incorporated).
Daytona, Volusia County.—Bank of Daytona.
De Land Volusia County.—F. S. Goodrich.
Eustis, Orange County.—Bishop Bros.
Fernandina, Nassau County.—Bank of Fernandina.
Gainsville, Alachua County.—First National Bank. H. F. Dutton & Co.
Interlachen, Putnam County.—Taylor & Warren.
Jacksonville, Duval County.—First National Bank. The Florida Savings Bank. National Bank of Jacksonville. National Bank, State of Florida. State Bank of Florida (not incorporated). Ambler, Marvin & Stockton.
Key West, Monroe County.—Bank of Key West. John White Bank.
Kissimmee, Osceola County.—Kissimmee City Bank.
Lake City, Columbia County.—N. S. Collins & Co.
Lakeland, Polk County.—I. J. J. Nieuwenkamp.
Leesburg, Sumter County.—Morrison, Stapylton & Co. Yager Bros.
Ocala, Marion County.—The Buffum Loan & Trust Co. First National Bank.
Orlando, Orange County.—National Bank of Orlando. Orlando Loan & Savings Bank.
Palatka, Putnam County.—First National Bank.
Pensacola, Escambia County.—First National Bank of Pensacola. Merchants' Bank. F. C. Brent & Co.
Punta Gorda, De Soto County.
Sanford, Orange County.—First National Bank.
Seville, Volusia County.—Bank of Seville.
St. Augustine, St. Johns County.—First National Bank.
Stanton, Marion County.—The Buffum Loan & Trust Co.
Tallahassee, Leon County.—B. C. Lewis & Son.
Tampa, Hillsboro County.—First National Bank of Tampa.
Tarpon Springs.—Bank of Tarpon Springs.
Tavares, Lake County.—Bank of Tavares (not incorporated).
Titusville, Brevard County.—Indian River Bank.

Travelling Expenses. Individual tastes and habits of necessity govern daily expenses. Lawful rates by rail in Florida are 3 cents a mile on the main lines, and 4 and 5 cents a mile on branches and local roads. If the traveller frequents the most expensive hotels his daily bills will be from $3 to $5 a day, or even more, exclusive of "tips," but in

most of the resorts comfortable quarters can be found at lower rates, say $2 a day, or $8 to $10 a week. With reasonable economy $5 a day should be a fair average, covering all strictly travelling expenses, and leaving something to spare for emergencies. It is earnestly recommended that travellers give only reasonable fees to attendants. In all respectable hotels they are paid good wages and excessive fees tend to lower their sense of duty. Small fees of five or ten cents, given on the spot for services rendered, secure better attendance, and are less demoralizing to the recipient than large fees postponed till the hour of departure.

In the height of the season it is well to telegraph in advance for rooms. If a prolonged stay is made at a hotel an itemized bill should be called for at least once a week, since errors can be most easily corrected when fresh in mind. The final bill should be called for several hours in advance of departure—the night before in case of an early morning start. This gives time for the inevitable discussion consequent upon the discovery of actual or supposed mistakes.

In many of the small hotels away from the principal resorts, bathing facilities are very primitive, if not wanting altogether. A pair of bathing mittens carried in a waterproof sponge-bag, so that they can be packed away even when wet, has been found an untold luxury under such conditions; and in the same category may be mentioned a cake of soap in a flannel bag of its own (not waterproofed). Such a bag is far better than the ordinary travellers' soap-box, in which the soap rapidly deteriorates when not packed away in a perfectly dry state.

Riding and Driving. The ordinary Florida road is not well adapted for pleasure driving, but there are certain sections of the State, as in Marion County, where a carriage may be driven for many miles at a moderate pace through the open woods. Elsewhere, in sections where clay predominates, as in Gadsden and Leon Counties, the roads are excellent, save in wet weather. Near the coast, too, there are shell-roads of admirable smoothness. This is notably the case at Fort George Island, Duval County, in the vicinity of Jacksonville, and near New Smyrna. Finally, the ocean beaches

from Fernandina south to Cape Canaveral are, as a rule, perfect in all respects for driving or wheeling. The only drawback is that for an hour or two every day when the tide is at full flood the finest part of the driveway is under water.

Equestrians will find passably good saddle-horses at very reasonable rates almost everywhere in the State. Riding through the woods is always enjoyable, and a gallop on the beaches referred to above is exhilarating beyond description.

Walking Trips. Extended pedestrian excursions are not likely to be undertaken in Florida, or, if undertaken, are not likely to be repeated. Several weighty reasons are against them. The distance from one place of interest to another is usually too great to be covered on foot in a day. The country roads are always sandy, save in rare instances, and the scenery is, as a rule, very monotonous. From many of the resorts pleasant walks may be taken through the woods or along the beaches. Often the walking is easy and the ground reasonably clear of undergrowth in the pine woods as well as in the hammocks, but where the saw palmetto is found progress is always difficult. No stranger should venture into Florida woods without a compass. None of the signs known to Northern woodsmen hold good here, and bearings are very easily lost, particularly under a cloudy sky or when night is coming on.

All pedestrians in Florida will sooner or later form the acquaintance of the "red bug," an insect almost invisible as to size, but gigantic in his power of annoyance. High boots or tight leggings, afford some protection, but a salt-water bath (natural or artificial) or rubbing with alcohol or ammonia immediately on reaching home is a sure preventive of ill effects.

Paragraph History of Florida.

1497. The English claim to priority of discovery is based on the following passage in Sebastian Cabot's narrative: "Despairing to find the passage I turned back again, and sailed down by the coast of land toward the equinoctial (ever with the intent to find the said passage to India), and came to that part of this firm land which is now called Florida, where my victuals failing, I departed from thence and returned into England." During the same year, according to Francisco Adolpho de Varnhagen, Americus Vespucius coasted the whole peninsula.

1500-1502. Gaspar Corte-Real, probably a Spanish trader, furnished data from which was traced the first approximately correct outline of the North American coast, clearly indicating the Floridian peninsula (Cantino's map, Lisbon, 1502, now preserved in the Biblioteca Estense, at Modena, Italy).

1513. March 27. Easter Sunday (Pascua Florida, in Spanish) Juan Ponce de Leon sighted the coast near St. Augustine, and named it in honor of the day.[1]

1513. April 2. He landed in 30° 8′ north latitude, probably near Fernandina.

1513. April 8. He took formal possession in the name of the King of Spain.

1516. Diego Miruelo, a pilot and trader, discovered a bay, probably Pensacola, which long bore his name on Spanish maps. Ponce de Leon made a second voyage of discovery, but was driven off by the natives, who killed several of his men.

1517. February. Francis Hernandez de Cordova, while on a slave-hunting expedition, landed at some unidentified place on the west coast of Florida. His men were attacked by the natives and driven off. De Cordova himself was fatally wounded.

1519. Alonzo Alvarez de Pineda discovers the coast in the

[1] The year 1512 is usually given as the date of this discovery. Justin Winsor, Vol. II., cites official documents proving that 1513 is the correct date.

vicinity of Pensacola, and proves that Florida is not an island.

1521. February or March. Ponce de Leon, commissioned as governor "of the Island Florida," landed at some point probably not far from St. Augustine, and attempted to take possession. He was fatally wounded in a fight with the natives, and the settlement was abandoned.

Francisco Gordillo and Pedro de Quexos, sent out by Lucas Vasquez de Ayllon, discovered a large river and named it St. John the Baptist. They kidnapped about seventy of the friendly natives, and carried them away. These Indians were subsequently returned to their homes.

1525. Pedro de Quexos returned, by order of Ayllon, regained the good-will of the Indians, and explored the coast for two hundred and fifty leagues, setting up stone crosses bearing the name of Charles V. of Spain, and the date of taking possession.

1528. April 14. Pamphilo de Narvaez with a fleet of five vessels, containing four hundred men and eighty horses, landed in Bahia de la Cruz (perhaps Clearwater Harbor). The fleet was sent along the coast, while the army marched inland and perished, all save four, who escaped after eight years of captivity.

1539. May 25. Hernando de Soto reached Tampa Bay, and named it Espiritu Santo. His force was five hundred and seventy men, with two hundred and twenty-three horses and a complete outfit. He marched northward and westward, treating the Indians, friend and foe alike, with cruel treachery and violence. Passing beyond the present boundaries of Florida he discovered the Mississippi River, where he died and was buried beneath its waters.

1549. June 25. Father Luis Canca de Barbastro, in charge of a missionary expedition, landed near Clearwater Harbor, and was killed by the Indians with four of his associates.

1559. July 1. Tristan de Luna y Arellano, with one thousand five hundred soldiers and settlers, landed in Ichuse (Santa Rosa) Bay. A hurricane almost destroyed his fleet, on September 19th. Explorations were undertaken, but re-

sulted in no discoveries of importance. Mutinies followed among the troops, and eventually the settlement was abandoned.

1562. May 1. Jean Ribaut, a French Huguenot, with a colony of the same faith, entered the St. John's River, renamed it La Rivière de Mai, and erected a stone monument bearing the arms of France. No attempt at permanent settlement was made at this time.

1564. June 22. René de Laudonniére, a French Huguenot, discovered the harbor of St. Augustine and named it La Rivière des Dauphines.

1564. July. Fort Caroline built by the French, probably at St. John's Bluff, near the mouth of the "River of May" (St. John's).

1565. August 3. Sir John Hawkins entered the river, relieved the wants of the French colony, and told Laudonniére of an intended Spanish attack.

1565. August 28. Pedro Menendez d'Aviles, with a strong Spanish fleet, reached the coast north of Cape Canaveral.

1565. August 28. He discovered St. Augustine harbor and named it after Aurelius Augustinus, Bishop of Hippo.

1565. August 28. Ribaut reached the St. John's with reenforcements for the French.

1565. September 4. Menendez arrived at the St. John's River and prepared to give battle to the French, who put to sea, pursued by the Spaniards.

1565. September 5. Menendez returned to find that more French ships had arrived. He retreated to St. Augustine and, finding the natives friendly, founded the city on its present site, the oldest in the United States.

1565. September 8. Menendez landed the greater part of his force and took formal possession of St. Augustine in the name of the King of Spain.

1565. September 10. Ribaut's fleet wrecked in a hurricane near Canaveral.

1565. September 29. Menendez received the surrender of an advance party of the French who survived the wreck of their fleet at Matanzas Inlet, and put 111 of them to

death. Sixteen who professed to be Catholics were spared, at the intercession of the Spanish chaplain.

1565. September 30. Menendez, having marched overland with 500 men, surprised and put to death the French garrison at Fort Caroline. A few escaped, including Laudonniére, the commander.

1565. October 1. Laudonniére and the survivors of the massacre escaped to sea in two small vessels.

1565. October 10. Ribaut, with the rest of the surviving French, reached Matanzas. About half of them surrendered and were put to death. The rest retreated to Canaveral and built a fort.

1565. November 8. Menendez attacked the French at Canaveral. Most of them surrendered and were spared.

1565–66. (Winter.) The French survivors who had escaped to the woods incited the Indians to attack Fort Caroline, which the Spaniards had renamed San Mateo.

1566. March 20. Menendez returned to St. Augustine from a voyage, quelled a mutiny with difficulty, relieved San Mateo, reorganized the garrisons, and sailed for Spain, which he reached in July.

1568. April. Domenique de Gourgues, with the avowed intention of avenging the massacre at Matanzas, captured the Spanish forts on the St. John's River, hanged the survivors of the fight, and destroyed the fortification.

1568–1586. European interest in Florida languished. Settlements were sustained mainly through the personal efforts of Menendez.

1586. Sir Francis Drake, the English freebooter, attacked St. Augustine. The Spaniards fled, offering scarcely any resistance, and the place was burned. After Drake's departure the people returned and began to rebuild the town.

1593. Twelve Franciscan missionaries were distributed among the Indians on the east coast.

1598. The Franciscan missionaries were nearly all killed by the Indians.

1612–13. Thirty-one Franciscans sent from Spain. Florida constituted a Religious Province of the Order, and named St. Helena.

1638. War between Spanish colonists and the Apalachee tribe, resulting in the subjugation of the Indians.

1665. St. Augustine pillaged by English freebooters under Captain John Davis. The Spaniards made little or no resistance.

1655. The hereditary governorship of the Menendez family terminated, and was succeeded by Diego de Rebellado, as Captain-General.

1675. Don Juan Hita de Salacar became Captain-General.

1680. Don Juan Marquez Cabrera became Captain-General.

1678. The commandant of St. Augustine sent out a successful expedition against the English and Scotch settlements near Port Royal.

1687. A large consignment of negro slaves brought to Florida by one De Aila.

1681. The Governor (Cabrera) attempted to remove several Indian tribes to the islands on the coast. Hostilities followed, many Christian Indians were killed and others carried away as slaves.

1696. Under authority of the Viceroy of New Spain a settlement was made at Pensacola, and Fort Charles was built.

1702. September and October. Governor Moore of South Carolina laid siege to St. Augustine, by land and sea. The town was occupied and burned, but the castle (the present Fort Marion) held out. Two Spanish vessels appeared and Governor Moore withdrew, losing his transports.

1703–4. Governor Moore sent an expedition into Middle Florida mainly directed against the Indians friendly to Spain. He destroyed several towns and carried off many Indians to slavery, at the same time defeating the Spaniards under Don Juan Mexia, who came to the aid of their Indian allies.

1708. Colonel Barnwell of South Carolina invaded Middle Florida and raided through the Alachua country eastward to the St. John's River. About the same time Captain T. Nairn of the same forces penetrated to the head waters of the St. John's, and possibly to the Okeechobee region, bringing back a number of slaves.

1718. March. Fort San Marcos de Apalache erected at St. Mark's by Spaniards under authority of the Governor of St. Augustine. About the same time the French established Fort Crevecœur at St. Joseph's Bay, but soon abandoned it and the Spaniards took possession.

1718. May 14. The French under Bienville, the commandant at Mobile, attacked the Spaniards at Pensacola, and mainly by stratagem captured the entire garrison, who were sent to Havana in accordance with a promise made before the surrender.

1718. Two Spanish ships appeared off Pensacola, and after a brief bombardment received the surrender of the French commander. The fortifications were at once strongly garrisoned, and an unsuccessful attack was made on the French, who still held Dauphin Island.

1719. September 18. After a series of actions the Spanish at Pensacola surrendered to the combined land and naval forces of the French under Desnade de Champsmelin. Pensacola was destroyed and abandoned, and the captured Spaniards were taken to France as prisoners of war.

1722. Pensacola reoccupied by the Spaniards on declaration of peace, and the town rebuilt on Santa Rosa Island.

1727. Colonel Palmer of South Carolina, after certain unsuccessful negotiations with the Spanish authorities in Florida, made a descent upon the northern part of the province, and with the aid of Indian allies harried the whole country to the gates of St. Augustine, capturing many slaves and driving off much live stock.

1736. Spain formally claimed all territory south of St. Helena Sound, as part of her Floridian possessions, and warned England to withdraw her colonists. Futile negotiations followed.

1739. October. War declared between England and Spain, because of alleged encroachments by both parties in the provinces of Georgia and Florida. Governor Oglethorpe of Georgia, having already prepared a force, at once invaded the disputed territory.

1739. December. A detachment of Oglethorpe's men

attacked Fort Poppa on the St. John's River, opposite Picolata, but were repulsed by the Spaniards.

1740. January. Fort at Picolata captured by the English.

1740. June 20 till July 7. Siege of St. Augustine by the English under Major-General James Edward Oglethorpe, Governor of Georgia. The defence was successfully conducted by a Spanish garrison of 750 men under Don Manuel de Monteano.

1742. July 5. Monteano led an expedition against Oglethorpe, sailing from St. Augustine. He was repulsed after having forced the English to abandon their first position.

1743. March. General Oglethorpe invaded Florida, and surprised the garrison of St. Augustine, killing some forty men before they could gain the citadel. Oglethorpe withdrew, not being prepared to conduct a siege.

1748. Suspension of hostilities by treaty between Great Britain and Spain.

1750. As the result of a tribal quarrel among the Creek Indians in Georgia, Secoffee, a noted chief of the tribe, headed a movement for secession, and with a large number of followers settled in the Alachua country, Florida. These Indians became known as Seminoles, *i.e.*, seceders, outlaws.

1762. Hostilities renewed between Spain and Great Britain. The English capture Havana.

1763. February 10. By treaty Great Britain and Spain effected an exchange of Cuba for Florida, and the English at once took possession of Florida, and General James Grant was appointed Governor.

1765. The "King's Road," constructed from St. Augustine to the St. Mary's River.

1766. Forty families emigrated from Bermuda to Mosquito Inlet.

1767. Colony of 1,500 Minorcans established by Dr. Turnbull at Mosquito Inlet (New Smyrna).

1776. Colony at New Smyrna broken up because of alleged harsh treatment.

1774. In view of the disaffection of the northern colonies

pending the war for Independence, immigration of loyalists was encouraged from Georgia and the Carolinas. A considerable number settled near St. Augustine.

1775. August. An American privateer captured the British supply ship Betsey, off the harbor of St. Augustine, in sight of the British garrison.

1778. Nearly 7,000 loyalists moved into Florida from Georgia and the Carolinas.

1779. September. Hostilities resumed between Spain and Great Britain.

1780. Sixty-one prominent South Carolinians sent to St. Augustine by the British authorities as prisoners of State.

1781. March—May. The Spaniards under Don Bernardo de Galvez, with a naval force under Admiral Solana, invested Pensacola, which was defended by about 1,000 English under General Campbell. A chance explosion of a magazine compelled the surrender of the English, who capitulated on honorable terms to a largely superior force.

1783. Colonel Devereaux, a loyalist fugitive from Carolina, sailed from St. Augustine with two privateers and captured the Bahama Islands, then held by the Spaniards. They have ever since remained under the British flag.

1783. September 3. Independence of the American colonies—not including Florida, which had taken no part in the struggle—acknowledged by Great Britain. Upon this Florida was ceded back to Spain, Great Britain retaining the Bahamas. English subjects were allowed eighteen months to move their effects. The crown transported most of them to England, the Bahamas, and Nova Scotia.

1784. Zespedez, the new Spanish governor, arrived at St. Augustine and took possession.

1795. Spain receded West Florida (Louisiana) to France.

1811. In view of probable war with England the United States Congress resolved to seize Florida in order to prevent the English from taking possession.

1812. March 17. A number of persons styling themselves "patriots" met at St. Mary's and organized the Republic of Florida. Aided by United States gunboats they took possession of Fernandina, elected a governor, and shortly after-

ward marched upon St. Augustine, but were repulsed. The United States soon withdrew its open support, but the "patriots" continued to wage war on their own responsibility, aided by American volunteers.

1814. August. A British force under Colonel Nichols occupied Pensacola with the consent of the Spanish commandant and hoisted the British flag.

1814. November 14. Pensacola captured by United States forces under General Andrew Jackson. The English, presumably with Spanish connivance, built and armed a fort at the mouth of the Apalachicola River and garrisoned it with Indians and negroes.

1816. August. The fort on the Apalachicola was attacked by a combined force of Americans and friendly Indians under Colonel Clinch, and captured after one of the magazines had been exploded by a hot shot. During this time Florida was in a state of anarchy, and Indian forays into Georgia were frequent.

1818. April 7. General Jackson, with a force of Americans, severely chastised the Florida Indians, capturing a formidable fort at St. Marks.

1818. May 25. Pensacola, which had been reoccupied by the Spaniards, surrendered to General Jackson by the Spanish after slight resistance.

1819. February 22. Florida ceded by Spain to the United States.

1821. February 19. Treaty of cession formally ratified.

1821. July 10. The Spanish flag hauled down and the United States flag hoisted in its place at St. Augustine. A like ceremony took place at Pensacola on July 21st.

1822. March 30. By act of Congress Florida was made a territory of the United States, and organized as such.

1822. June. The first legislative council met at Pensacola and created four counties: Escambia, Jackson, St. John's, and Duval.

1823. September 18. Treaty of Fort Moultrie made with the Indians, inducing them to confine themselves to a reservation.

1823. October. Tallahassee selected as the territorial capital.

1823–1835. Settlers began to press into Florida and encroach upon Indian reservations. Treaties were made and set aside looking to the removal of the Indians.

1834. April 12. Proclamation by the President pursuant to treaty finally adopted, directing the removal of the Seminoles west of the Mississippi.

1835. Autumn. Friendly Indians murdered by those who were disposed to resist the execution of the President's proclamation.

1835. December 25. The Seminoles made a descent upon New Smyrna, burned all the houses, and laid waste the plantations. Having been forewarned, the inhabitants escaped.

1835. December 28. Osceola, the Seminole chief, waylaid and killed General Thompson, the Indian Commissioner, at Fort King, with several companions. On the same day the command of Major Dade, U.S.A., 110 strong, was ambuscaded and massacred by Indians, under Chief Micanopy, near Dragem Junction, Sumter County. Four soldiers feigned death and escaped, three of them reaching Tampa Bay. Thus began the Seminole War, which lasted seven years.

1835. December 31. United States troops under General Clinch defeated the Indians near the scene of Dade's massacre, of which event they were at the time unaware.

1836. February 27—March 6. United States troops under General Gaines attacked by a large force of Indians while attempting to ford the Withlacoochee River. The troops intrenched themselves, and were besieged for several days, with constant fighting, until their provisions were nearly exhausted, when they were relieved by General Clinch.

1836. June 9. Indians threatened the stockade at Micanopy. United States forces under Major Heileman marched out and routed them after a sharp fight.

1836. August 11. Major Pierce attacked Osceola's band of Micosukee Indians near Fort Drane, and routed them.

1836. November 21. Colonel (late Major) Pierce drove a

large force of Indians into the Wahoo swamp, but no decisive victory could be gained, owing to the impenetrable nature of the morass.

1837. January 20. A detachment, marching to Jupiter Inlet from the head of the St. John's River, found Indians strongly posted on the banks of the Locohatchee. After attacking and dispersing the Indians a stockade (Fort Jupiter) was constructed near the inlet.

1837. January 27. Engagement near Hatcheelustee Creek. The Indians were routed and driven into Great Cypress Swamp.

1837. February 8. Intrenched camp on Lake Munroe attacked at night by a large force of Seminoles. The Indians were repulsed with heavy loss.

1837. March 6. Treaty of capitulation signed by General Thomas S. Jessup and Seminole chiefs at Fort Dade. A large number of Seminoles nominally surrendered at this time; the influence of Osceola and the warlike faction proved too strong, and by the end of the summer hostilities were resumed.

1837. October 12. Osceola and seventy-one of his band seized by order of General Jessup and confined as prisoners of war.

1837. December 25. Colonel Zachary Taylor, with a strong detachment, following the main body of the Seminoles southward, overtook them on the shore of Lake Okeechobee. After a stubborn fight, lasting several hours, the Indians fled. Taylor lost one-tenth of his men in killed and wounded. This action terminated concerted resistance on the part of the Indians. After this they fought in small parties.

1838. March 22. Colonel Twiggs captured 513 Indians and 165 negroes near Fort Jupiter.

1839. May. A council with the Seminole chiefs resulted in an official declaration of peace.

1839. July. The Indians, without warning, resumed hostilities in all parts of the State. Colonel Harney's command was nearly exterminated at Charlotte Harbor by an overwhelming force of Indians.

1840. August 7. Government station on Indian Key destroyed by a war party of Indians. Dr. Perrine killed.

1840. December. Colonel Harney conducted an expedition through the Everglades. During the year the Indians adopted the plan of raiding with small parties and the whole State was harried by these bands.

1841. May 31. Colonel, afterward General, William J. Worth was given command of the United States forces in Florida. He inaugurated a summer campaign which proved effective. The Indians were, during the winter of 1841–42, either captured, killed, or driven into the most inaccessible swamps.

1842. April 19—August 14. The Seminole War was declared at an end. The surviving Indians were removed to Arkansas, with the exception of about 360, who were tacitly allowed to remain in the Everglades.

1845. March 3. Florida admitted to the Union as a State.

1861. January 6. United States Arsenal at Chattahoochee seized by Florida State troops.

1861. January 7. Fort Marion, St. Augustine, seized by State troops (see p. 151). Fort Clinch, Fernandina, occupied the same day.

1861. January 10. Ordinance of secession adopted by the convention assembled at Tallahassee.

1861. January 10. United States troops transferred from Barrancas Barracks to Fort Pickens, Pensacola Harbor.

1861. January 12. All United States property on the mainland, including the Navy Yard and Forts Barrancas and McRae, seized by Florida State troops, the commandant of the Navy Yard with his men being held as prisoners.

1861. January 12. Formal demand made for the surrender of Fort Pickens to Florida State troops.

1861. January 14. Fort Taylor, Key West, garrisoned by United States troops.

1861. January 18. Fort Jefferson, Tortugas, garrisoned by United States troops.

1861. April 12–17. Fort Pickens reinforced.

1861. August 6. The blockade-runner Alvarado burned off Fernandina.

1861. November 22. Fort Pickens (Pensacola) opens fire

upon the Confederate batteries on the mainland. An artillery duel continued all day.

1862. January 16. Naval attack upon Cedar Key.

1862. March 3. Amelia Island evacuated by the Confederates, and (March 4) occupied by Federals.

1862. March 11. Jacksonville occupied by Federal forces.

1862. March 14. Brigadier-General James H. Trapier, C.S.A., assigned to the command of Middle and East Florida.

1862. March 17. Colonel W. S. Dilworth assigned to the command of Florida, *vice* Trapier, transferred.

1862. March 23. New Smyrna partly destroyed by Federals.

1862. April 8. Brigadier-General Joseph Finegan, C.S.A., assigned to the command of Confederate forces in Florida.

1862. April 9. Jacksonville evacuated by the Federal troops.

1862. April 10. Skirmish near Fernandina.

1862. October 4. Jacksonville again occupied by the Federals and shortly afterward abandoned.

1863. March 10. Jacksonville occupied by Federals.

1863. March 31. Jacksonville evacuated by Federals.

1864. February 7. Jacksonville reoccupied by Federals.

1864. February 20. Battle of Olustee. Defeat of the Federals.

1865. October 28. End of the Civil War. Ordinance of secession repealed, after which a civil government under the supervision of a military governor (General John Pope) was temporarily established.

1868. July 4. The fourteenth amendment to the Constitution of the United States having been adopted, with a new State constitution, Florida was readmitted to the Union and military supervision withdrawn.

1889. June. Discovery of highly valuable phosphate beds at Dunellon, Marion County, followed by similar discoveries in different parts of the State.

Alachua County.

Area, 1,260 sq. m.—Lat. 29° 25′ to 29° 55′ N.—Long. 82° to 82° 59′ W.—Population (1890), 22,929.—Pop. (1880), 16,462.—Assessed valuation (1888), $3,193,000.—County seat, Gainesville.

The name is of Indian origin, pronounced *al-latch-u-ah*, with the accent on the second syllable. Probably, however, the Indian pronunciation accentuated the last syllable. The name was originally given to a remarkable chasm in the earth near Gainesville (see map), and is said to mean literally "the big jug without a bottom;" but there is probably a conveyed meaning to the Seminole ear implying, "the place where the waters go down." The settlement of this region by whites was effected by the agents of Fernando de la Maza Arredondo, an enterprising Spanish merchant of Havana. Messrs. Dexter and Wanton, under his authority and led by the accounts given by Indians of the high rolling lands, rich soil, heavy forests, and abundant lakes and streams, penetrated to the vicinity of Gainesville and there established a trading-post. The Indian accounts proved true, and Arredondo obtained a Spanish grant of about 289,645 English acres—rather more than one-quarter of the present county of Alachua. The exact date of the original settlement cannot be ascertained, but it was no doubt prior to the beginning of the present century, when the whole interior of Florida was an unexplored wilderness, and the discoverer of a fertile tract had only to ask for a grant in order to secure what was then regarded as a clear title from the Spanish crown.

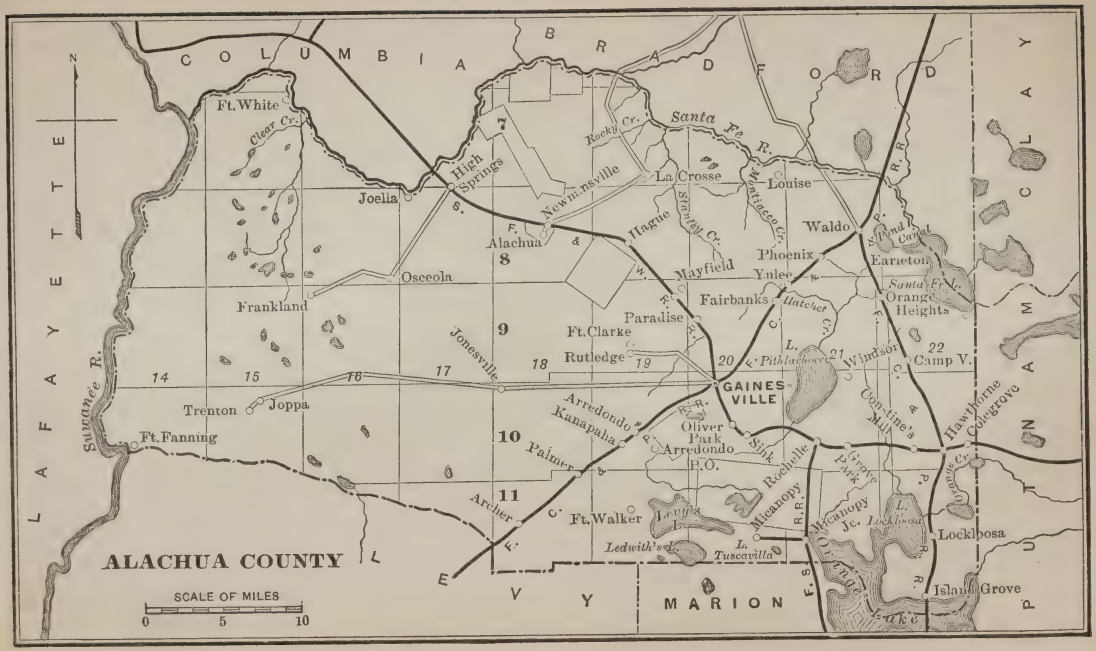
Alachua is classed in the United States Government reports as in the long-leaf pine region. It contains, however, tracts of oak and hickory, hammocks and prairies. The eastern part of the county, at the point of highest elevation, is 250 feet above tide-water; the western part about 70 feet. Near the Levy county line is a range of sand-hills, 120 feet above tide-water. The Cedar Key Railroad crosses this range between Archer and Bronson. Along the Santa Fé and Suwannee Rivers the underlying limestone frequently crops out, forming picturesque and precipitous banks,

crowned with rich hammock. From northwest to southeast, crossing the county, is an irregularly detached belt of fine hammock lands, the substratum of which is the peculiar disintegrated limestone of this region. Oaks, hickory, gum trees, bay, magnolia, beech, maple, and other hard woods grow here in great luxuriance, although along this belt the rock is but thinly covered with soil. The total area of hammock land is about 2,440 acres. It is of two grades, "black hammock," with a sandy loam soil, brown or blackish in color, and nearly a foot deep; and "gray hammock," with a lighter soil and higher percentage of sand, underlaid with sand or sand-rock.

The Suwannee River and its tributary the Santa Fé define the western and northern boundaries of the county. The first named is navigable for steamers throughout this section of its course, and the second as far as Fort White, about eight miles above the confluence of the two streams. In the western part of the county are countless small lakes and ponds, most of them deep and well supplied with fish. They are connected by natural water-courses, sometimes on the surface, sometimes subterranean, and curious natural wells and "sinks" are of frequent occurrence. These wells are usually perpendicular shafts, three or four feet in diameter, descending through solid limestone rock to a depth of thirty or forty feet. Water strongly impregnated with lime is found in most of them, but some are dry and may be explored.

This part of the county is sparsely settled as compared with the eastern, especially the southeastern section. This, however, renders it the more attractive for sportsmen and campers. Large game has been hunted off in the more thickly settled portions of the county, but deer and turkey are to be found within easy driving distance of almost any of the towns west of Gainesville, and the ordinary game birds are reasonably abundant everywhere.

Large lakes are found in the eastern and especially in the southeastern portion of the county. Of these South Pond and Santa Fé Lake are joined by a canal, and are navigable for launches and small steamboats. Orange Lake, which


COLUMBIA
BRADFORD
LAFAYETTE
PUTNAM
CLAY
ALACHUA COUNTY
MARION
Ft. White
Clear Cr.
High Springs
Joelia
Newnansville
Rocky Cr.
Santa Fe R.
La Crosse
Louise
Waldo
Alachua
Hagne
Stracley Cr.
Santa Fe Cr.
Phoenix
Earleton
Osceola
Mayfield
Yulee
Frankland
Fairbanks
Hatcher
Orange Heights
Paradise
Ft. Clarke
Jonesville
Rutledge
Pitzlachoochee
Windsor
Camp V.
Suwanee R.
Trenton
Joppa
Ft. Fanning
Arredondo
Kanapaha
GAINESVILLE
Oliver
Park
Arredondo
P.O.
Silk
Rochelle
Palmer
Archer
Ft. Walker
Levy's L.
Micanopy
Micanopy Je.
Lochloosa L.
Lochloosa
Ledwith's L.
L. Tuscawilla
Orange L.
Island Grove
Hawthorne
Colegrove
Santa Fe R.
F. S. R. R.
S. F. & W. R. R.
Seaboard Air Line R. R.
Cow Pen Lake
Prairie Creek
Cone Line's Mill
Swamp Cr.
Lake Lochloosa
SCALE OF MILES
0 5 10

bounds the county at its southeastern corner, is an irregular body of water, the largest in the county, but shallow and overgrown with aquatic vegetation. In the season these shallow lakes are frequented by water-fowl.

The remarkably open character of the woods at once impresses the observant traveller. The scrub palmetto is wholly absent over large tracts, and one may ride or drive comfortably for miles through a virgin forest without a sign of a wagon road or of a human habitation.

Among the crops that are successfully cultivated in Alachua are artichokes, beans, beets, cabbages, celery, cucumbers, egg-plant, lettuce, okra, onions, parsnips, peas, potatoes (Irish and sweet), pumpkins, radishes, squashes, tomatoes, turnips, arrow-root, barley, castor beans, cassava, chufas, koonti, corn, cotton, pea-nuts, melons, millet, oats, rice, rye, sorghum, sugar-cane, tobacco, and wheat. Oranges are grown successfully whenever facilities for transportation render it possible to market the crop to advantage. Peaches of the Pientau and other early varieties are cultivated; the Leconte pear is a profitable crop, and strawberries in very large quantities are shipped to the North during January, February, and March.

The Florida Southern Railway (J., T. & K. W. system) enters the county from the westward, Palatka being the nearest station of importance. The stations next and within the county are:

		27	Cones Crossing (*Putnam Co.*)	45	
	|	29	Colgrove	43	E
	|	31	Hawthorne [1]	41	∧
Dist. fr.	|	32	Constantine's Mill	40	| Dist. fr.
Palatka.	|	35	Grove Park	37	| Ocala.
	V	40	Rochelle [2]	32	|
	W	45	Micanopy Jc	27	|
		47	Evinston (*Levy Co.*)	24	

[1] Crosses F. C. &. P. Ry. (see p. 5).

[2] Gainesville Br. (see below). For continuation of this line to Ocala, Leesburg, etc., see p. 63.

Gainesville Branch (J., T. & K. W. system):

	|	37	Rochelle [1]	8	E
Dist. fr.	|	41	Sink	4	∧ Dist. fr.
Palatka.	V	42	Oliver Park	3	| Gainesville.
	W	45	Gainesville [2]	0	

[1] Connects with main line (see above).

[2] Connects with S. F. & W. Ry. (see p. 5), and Cedar Key Division F. C. & P. (see p. 5).

The main line of the Florida Central & Peninsula Railway enters the county from the northeast after crossing Santa Fé River. The stations next and within the county are:

Dist. fr. Jacksonville. ↓ S

79	Hampton (*Bradford Co.*)	51
85	Waldo [1]	45
90	Orange Heights	40
94	Campville	36
99	Hawthorne [2]	31
106	Lochloosa	24
109	Island Grove	21
112	Citra (*Levy Co.*)	18

N ↑ Dist. fr. Ocala.

[1] Cedar Key Branch, F. C. & P. (see below).
[2] Crosses Gainesville Branch, J., T. & K. W. For continuation of this line to Ocala, see p. 63; to Jacksonville, p. 9.

Cedar Key Division, F. C. & P., crosses the county southwesterly from Waldo, where it leaves the main line.

Dist. fr. Waldo. ↓ SW

0	Waldo	70
6	Fairbanks	64
14	Gainesville [1]	56
18	Hammock Ridge	52
20	Arredondo	50
21	Kanapaha	49
24	Palmer	46
29	Archer	41
38	Bronson (*Levy Co.*)	32

NE ↑ Dist. fr. Cedar Key.

[1] Connects with Gainesville Branch, J., T. & K. W. (see p. 4), and with Gainesville Division, S. F. & W. (see below). For continuation southwest to Cedar Key, see p. 55; northeast to Jacksonville, Fernandina, etc., see p. 9.

The Gainesville Division, S. F. & W. Ry., runs northeast from Gainesville to Lake City Junction, Columbia County. The stations are:

Dist. fr. Gainesville. ↓ NW

0	Gainesville [1]	36
11	Hague	25
16	Newnansville	20
23	High Springs	13
33	Fort White	3
36	Lake City Jc. (*Columbia Co.*)	0

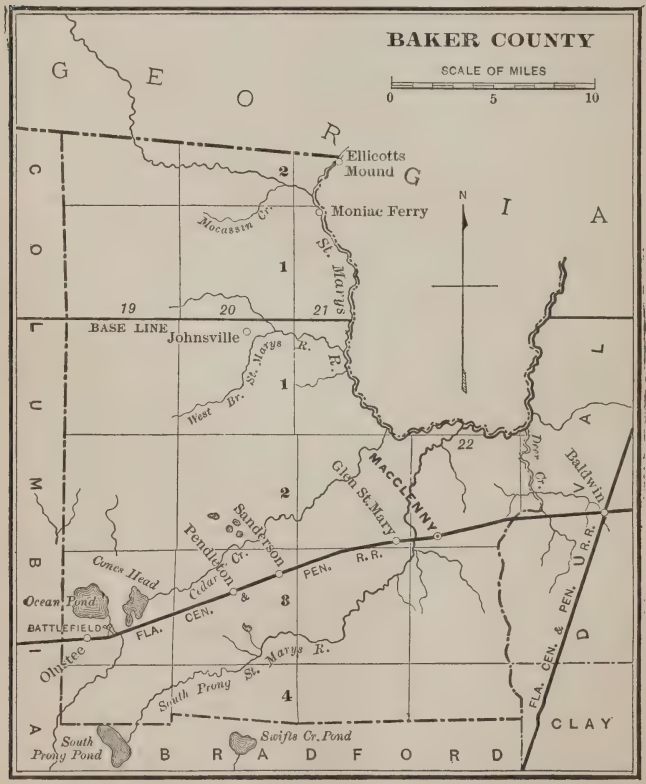
SE ↑ Dist. fr. Lake City Jc.

[1] For continuation northwest, see p. 17. For connections at Gainesville, see map.

Baker County.

Area, 500 sq. m.—Lat. 30° 10′ to 30° 25′ N.—Long. 82° to 82° 30′ W.—Population (1890), 3,312.—Registered vote (1889), 651.—Pop. (1880), 2,312.—Assessed valuation (1888), $544,308.—County seat, McClenny.

The northern part of this county is within the limits of the great Okeefenokee Swamp, which extends to the north-



ward across the Georgia State line. This portion of the county is hardly habitable, but is rich in standing timber which is rafted down the tributaries of the St. Mary's River

to tide-water and a market, or else finds its way to the Florida Central & Peninsula Railway Company's stations in the southern tier of townships. The southern part of the county is moderately high pine land, with sandy soil. The principal shipments are turpentine and lumber, with an increasing quantity of peaches and vegetables.

Near the southwestern corner of the county there took place the most considerable engagement that occurred within the State during the Civil War.

The Western Division of the Florida Central & Peninsula Railway crosses east and west near the southern border. The stations next to and within the county are :

		19....Baldwin (*Duval Co.*).....186	E	
		28....McClenny 177	∧	
Dist.		30....Glen St. Mary.....175		Dist. fr.
fr. Jackson-		37....Sanderson.....168		River Jc.
ville.		39....Pendleton.....166		
	V	47....Olsutee.....158		
	W	52....Mt. Carrie (*Columbia Co.*).....153		

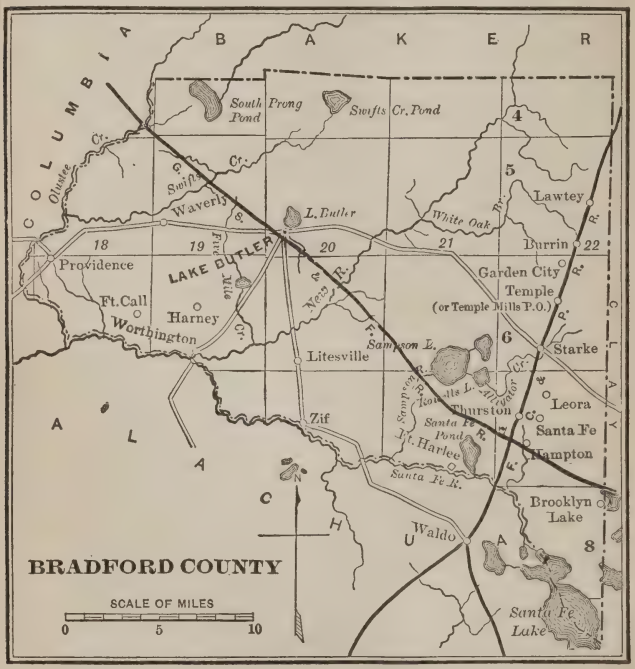
Bradford County.

Area, 550 sq. m.—Lat. 29° 40′ to 30° 10′ N.—Long. 82° to 82° 40′ W.—Population (1890), 7,502.—Registered vote (1889), 1,370.—Pop. (1880), 6,167.—Highest elevation, 210 ft. (Trail Ridge).—Assessed valuation (1888), $1,124,763.—County seat, Starke.

Bradford County is classified in the long-leaf pine region. The best land is gently rolling, with sandy loam, well suited for the cultivation of cotton, corn, vegetables, fruits, and rice. The most fertile land is found along the lakes and water-courses—mainly in the southern and eastern sections. Second class is for the most part a yellow sandy loam, covered with pine forests. It is capable, however, of producing fair crops of oats, rye, and barley. The third-class land is sandy and low, covered with scrub palmetto and underlaid with a compact "hard pan." Cypress ponds abound in the eastern and northeastern sections, and, besides their timber, afford valuable beds of muck, readily available for fertilizing purposes.

Swift's Creek, Olustee Creek, New River, and Samson River are tributaries of the Santa Fé, which in turn flows through the Suwannee to the Gulf of Mexico. These streams

are all available for rafting purposes, and many of them afford good mill-sites. The more considerable lakes are South Prong Pond, one of the sources of Olustee Creek (200 acres); Swift Creek Pond (700 acres), Lake Butler (700 acres), Samson Lake (2,200 acres), Crosby Lake (800 acres),



Rowell Lake (800 acres). At the southeastern corner, between Bradford and Alachua Counties is Santa Fé Lake, the source of the river of that name, 137 feet above the sea. It is the largest body of water adjacent to the county, some eight miles long with its connections, and affording water transportation to Waldo, a railroad station near the head of the South Pond.

The main line of the Florida Central & Peninsula Railway

crosses N.N.E. and S.S.W. in the eastern tier of townships. The stations next to and within the county are :

		61....Highland (*Clay Co.*).....69		
		66....Lawtey 64	NNE	
Dist. fr. Jacksonville.		67½..Burrin 63	∧	Dist. fr. Ocala.
		71....Temple 58	|	
	∨	73....Starke 57	|	
	SSW	79....Hampton 51	|	
		85....Waldo (*Alachua Co.*).....45		

For continuation of this line to Jacksonville, see p. 16; to Cedar Key, see p. 5.

Brevard County.

Area, 3,000 sq. m.—Lat. 27° 10′ to 28° 50′ N.—Long. 80° 10′ to 81° W.—Population (1890), 3,399.—Pop. (1880), 1,478.—Assessed valuation (1888), $1,007,474.—County seat, Titusville.

The present county was formed from St. Lucie County, in January, 1855. The county seat was successively at Fort Pierce or Susannah (1855 to 1864), Bassville (1864 to 1873), Lakeville (1873 to 1879), and finally at Titusville, or, as it was formerly known, Sandy Point. In 1879 the southern part of Volusia County was added to Brevard, so that the county now includes 108 miles of Atlantic Sea-coast, practically embracing the whole of the Indian River with its dependencies, and nearly covering two degrees of latitude. The coast-line forms the eastern boundary of this tract, its general trend being N.N.E. by S.S.E. The western boundary is defined for about twenty miles by the St. John's River, and then follows a township meridian southward to Lake Okeechobee, the great inland sea of Central Florida. The greatest width is on the southern boundary, about forty-two miles, marked by a township line from Okeechobee to the mouth of the St. Lucie River.

Fronting the ocean is a strip of beach, broken by occasional inlets, and usually varying in width from a few hundred yards to a mile. This is covered for the most part with a heavy growth of timber, and rarely rises to a height of more than fifteen or twenty feet above high-water mark. West of this is Indian River, a narrow strait or lagoon, averaging about a mile in width, but spreading out to some six miles

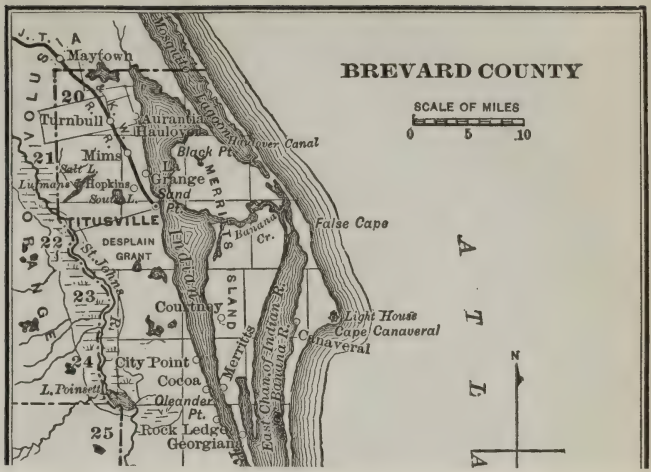
at the widest, and contracting to barely a hundred feet at the Narrows. Near the head of the river are large islands or peninsulas, and farther south, at the Jupiter and St. Lucie Narrows, are innumerable small islands separated by channels often not more than one hundred feet wide, and covered with an almost impenetrable growth of mangroves and other tropical vegetation. Indian River is, in fact, not a river as the term is ordinarily understood. It is a great lagoon fed by countless fresh-water streams, but open to the ocean through several considerable inlets, in which the salt water ebbs and flows. The water is partly salt and partly fresh, according to the state of the tide, or the distance from an inlet, or from fresh-water rivers and springs. The depth averages twelve feet in the channel, and there are no natural obstacles of a dangerous character from one end of the river to the other. The mainland or west shore of the Indian River varies considerably in height, and in the character of its soil, but it offers an almost unbroken succession of desirable building sites, and unsurpassed lands for the cultivation of citrus-fruits and pineapples.

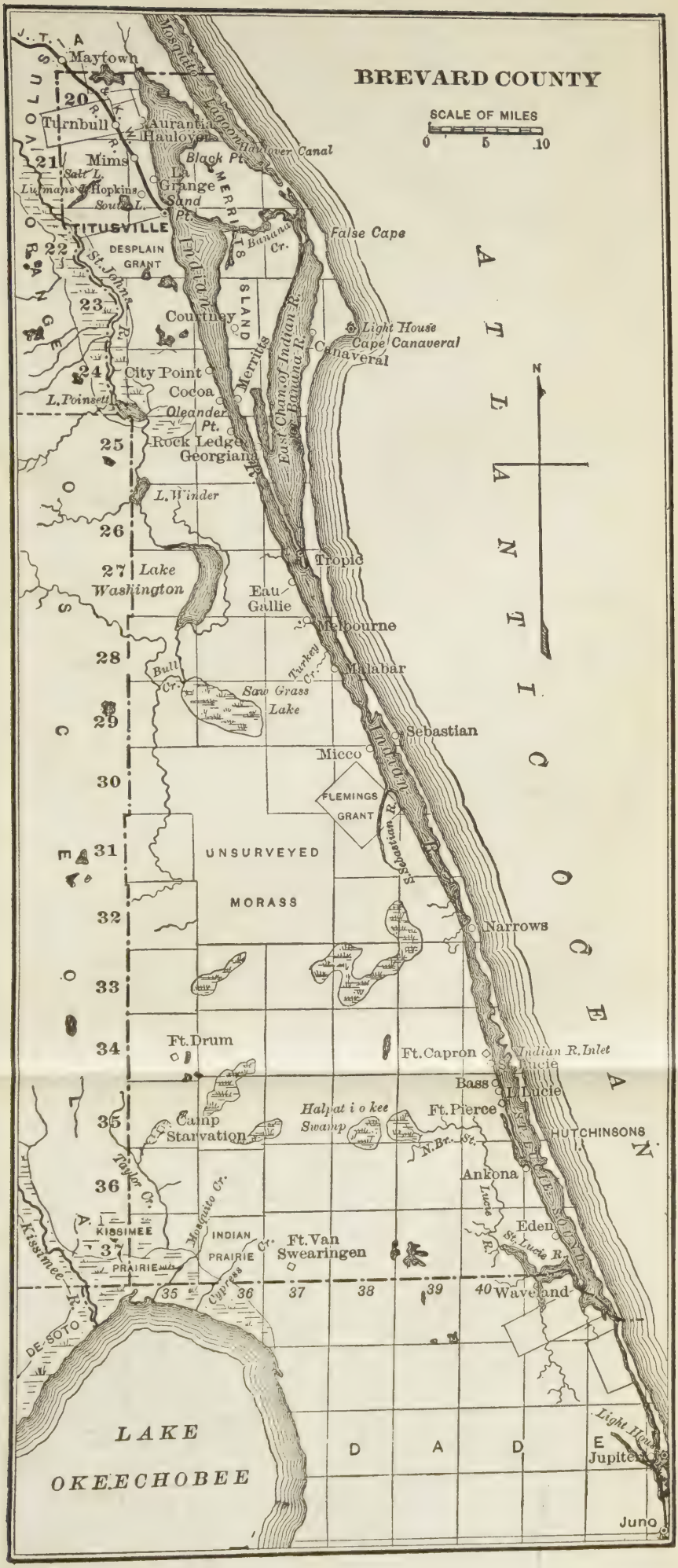
This fertile belt is comparatively narrow. To the westward stretches a wilderness, as yet hardly explored, save by the hunter and surveyor, and still haunted by the large game of Florida—bears, panthers, wild cats, and deer; while turkies and the lesser varieties of wild-fowl are found in abundance. Much of this wild region is swampy, and there are many shallow lakes navigable for canoes.

There is every reason to believe that this wilderness was once a lagoon and that in the course of time—a few thousand years more or less—the natural processes of geological upheaval and accretion will convert Indian River, first into a morass, and then into dry land, while perhaps another beach and another river will form to seaward.

The shores of Indian River, then, are substantially the only inhabited portion of Brevard County. For a more detailed description, the reader is referred to Routes 70 to 74.

It remains to describe in general terms the climate of this coast, and this is best done by reference to the reports of the United States Signal Service.


BREVARD COUNTY
SCALE OF MILES
0 5 10
Mayflower
Turnbull
Mims
Titusville
DESPLAIN GRANT
Courtney
City Point
Cocoa
Oleander Pt.
Rock Ledge
Georgiana
Black Pt.
Grange
Sand Pt.
Banana Cr.
False Cape
Light House
Cape Canaveral
Canaveral
Merritts Island
Indian River
Indian River Canal
Indian R.
Banana R.
Hopkins
South L.
Salt L.
Lizmans
L. Poinsett
ATLANTIC
N
20
21
22
23
24
25


BREVARD COUNTY
SCALE OF MILES
0 5 10
VOLUSIA
ORANGE
OSCEOLA
BREVARD
ST. LUCIE
Maytown
Turnbull
Aurantia
Hauloyer
Mims
Salt L.
Lizmans
Hopkins
South L.
TITUSVILLE
DESPLAIN GRANT
St. Johns R.
Courtney
City Point
Cocoa
L. Poinsett
Oleander Pt.
Rock Ledge
Georgiana
L. Winder
Lake Washington
Eau Gallie
Melbourne
Malabar
Saw Grass Lake
Bull Cr.
Turkey Cr.
Sebastian
Micco
FLEMINGS GRANT
UNSURVEYED
MORASS
Narrows
Ft. Drum
Ft. Capron
Indian R. Inlet
St. Lucie
Bass
Ft. Pierce
Halpat i o kee Swamp
Camp Starvation
HUTCHINSONS
Ankona
Eden
Wavetand
Taylor Cr.
Mosquito Cr.
Cypress Cr.
KISSIMEE PRAIRIE
INDIAN PRAIRIE
Ft. Van Swearingen
Kissimee R.
DE SOTO
LAKE OKEECHOBEE
Jupiter
Juno
Light House
Cape Canaveral
Canaveral
False Cape
Banana Cr.
Black Pt.
La Grange
Sand Pt.
Merritts Island
Indian R.
East Chan. of Indian R.
Mosquito Lagoon
Haulover Canal
St. Lucie R.
N. Br. St. Lucie R.
ATLANTIC OCEAN
N

The Indian River Division of the Jacksonville, Tampa, & Key West system at present ends at Titusville, near the northern boundary. The stations next to and within the county are :

		23....Maytown	18	N	
Dist. fr. Enterprise Jc.		31....Aurantia	10	∧	Dist. fr. Titusville.
	∨	35....Mims	6		
	S	37....La Grange	4		
		41....Titusville	0		

For continuation of this line north and south from Enterprise Junction, see pp. 70, 97. For steamboat routes from Titusville, see Route 70.

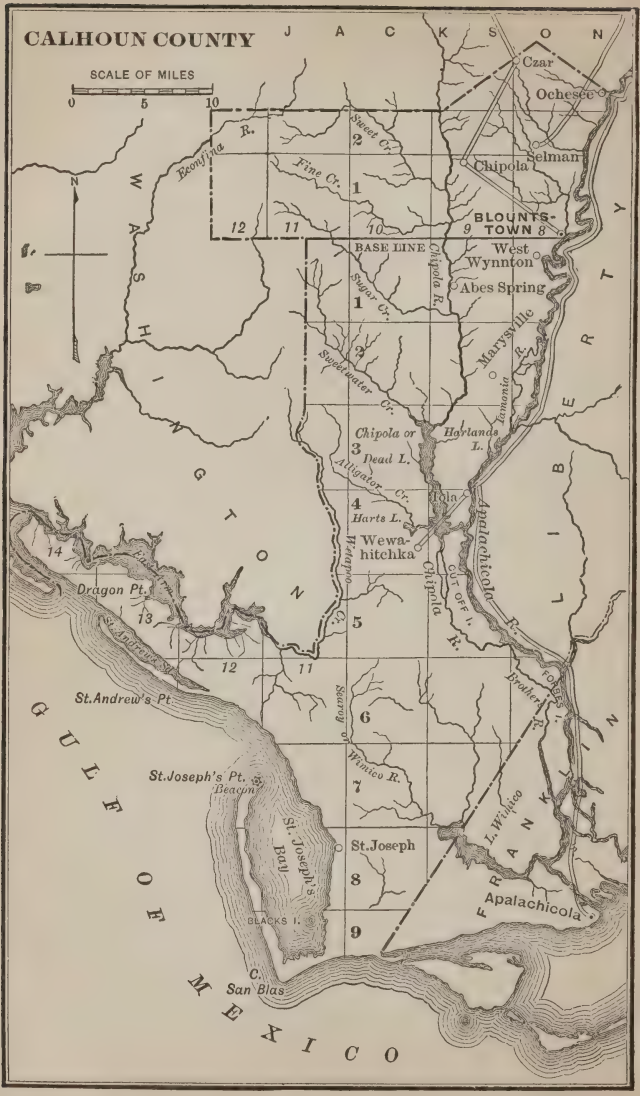
Calhoun County.

Area, 1,160 sq. m.—Lat. 29° 40′ to 30° 30′ N.—Long. 85° to 85° 40′ W.—Population (1890), 1,671.—Pop. (1880), 1,580.—Assessed valuation, $352,862.—County seat, Blountstown.

This county was organized with its present boundaries in 1874. It was named after John C. Calhoun, a prominent Southern statesman, who died in 1850. The land is sandy, with clay subsoil and underlying limestone ; for the most part heavily timbered and within easy reach of water transportation. The Apalachicola River, navigable for steamers, forms the eastern boundary, and nearly parallel to it are the Chipola River and Brothers River, both of them navigable except during low water. The bottom-lands along the rivers, especially the Apalachicola, are rich alluvial deposits of inexhaustible fertility, but subject, of course, to periodical overflow. Springs of excellent water abound throughout the county, and the pine lands are for the most part of good quality.

West of the Apalachicola the Chipola River widens into Dead Lakes, sunken areas with dead cypress-trees standing or lying in water ten to twenty feet deep. It is thought that the subsidence of the lake bottoms is of comparatively recent occurrence. This region can only be penetrated in boats, but it offers great attractions and novel experiences to sportsmen who are not afraid of hard work.

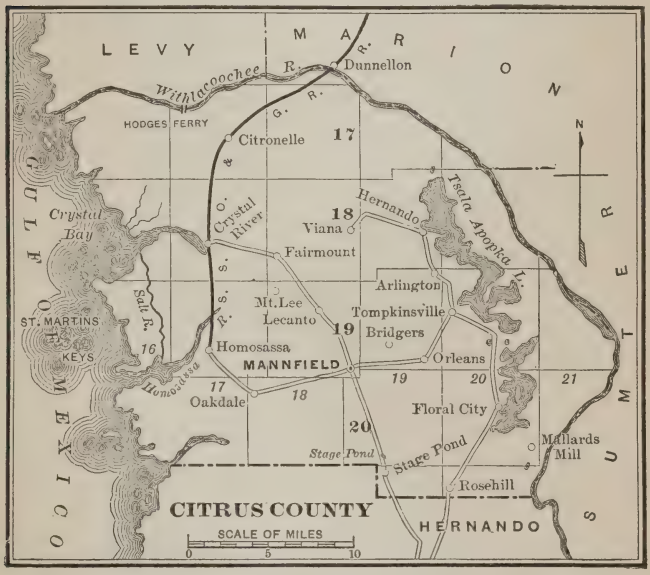
St. Joseph's Bay is a fine body of navigable water with shores well adapted for camping.


CALHOUN COUNTY
SCALE OF MILES
0 5 10
JACKSON
LIBERTY
WASHINGTON
FRANKLIN
GULF OF MEXICO
Czar
Ochesee
Chipola
Selman
BLOUNTS-TOWN
West Wynnton
Abes Spring
BASE LINE
Marysville
Econfina R.
Sweet Cr.
Fine Cr.
Sugarwater Cr.
Chipola or Dead L.
Harlands L.
Alligator Cr.
Harts L.
Wewahitchka
Econfina Cr.
Dragon Pt.
St.Andrew's Bay
St.Andrew's Pt.
Econfina R.
Chipola R.
Apalachicola R.
Brokenstraw Cr.
Swamp Cr.
Wimico R.
St.Joseph's Pt.
Beacon
St. Joseph's Bay
St.Joseph
L. Wimico
Apalachicola
BLACKS I.
C. San Blas

Citrus County.

Area, 700 sq. m.—Lat. 26° 40′ to 28° 10′ N.—Long. 82° 10′ to 82° 50′ W.—Population (1890), 2,387.—Elevation at Mt. Lee, 214 ft.—Assessed valuation (1888), $874,752.—County seat, Mannfield.

This county was organized, June 2, 1887, prior to which date it was included in Hernando County. It borders upon the Gulf of Mexico, and is drained by the Withlacoochee River, a navigable stream forming its northern and eastern



boundaries. The face of the country is level near the coast, covered with heavy hammock growth, and bearing a rich soil of varying depth underlaid with coraline and limestone rock rich in phosphates. Farther inland are rolling pine lands rising to a considerable height. The climate is tempered by the Gulf breezes, and northern and easterly winds are of very rare occurrence. Several of the wonderful springs peculiar to Florida are found within the county. The fishing and

hunting are exceptionally fine. Along the coast are numerous shell-mounds and islands, affording excellent building sites. The Homosassa River and its vicinity offer especial attractions to settlers, tourists, and sportsmen.

The Gulf Coast is bordered by countless islands, or keys, of limestone, some of them covered with mangroves, others nearly barren. Navigation is very dangerous owing to reefs, shoals, and oyster-beds that extend in some cases miles from the coast. There are, however, two harbors accessible for vessels drawing not more than four feet, at Crystal River, and Homosassa.

Citrus is a rich orange country, and is the natural home of the Homosassa orange, which has, perhaps, the longest established reputation of any of the Florida varieties, and, it is said, has taken more prizes than any other.

The Silver Springs, Ocala, and Gulf Railroad crosses the county from Dunellon, on the Withlacoochee River, to Homosassa, near the Gulf Coast. The stations next to and within the county are:

Dist. fr. Ocala.		Dist. fr. Homosassa.
	26....Dunellon (*Marion Co.*) 22	
	34....Citronelle 14	
	38....Park Place 10	
	39....Crystal.... 9	
	48....Homosassa 0	

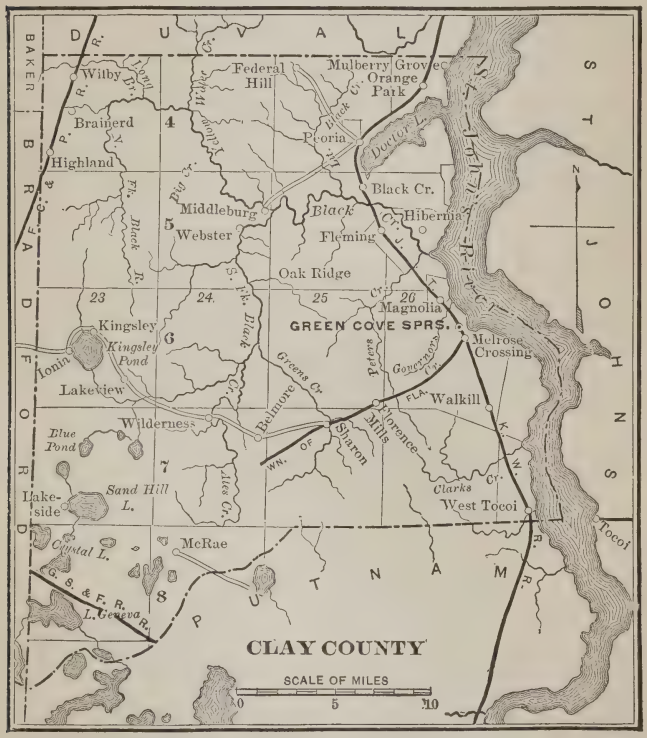
For continuation of this line to Ocala, see p. 64.

Clay County.

Area, 640 sq. m.—Lat. 29° 41′ to 30° 6′ N.—Long. 81° 35′ to 82° 1′ W.—Population (1890), 5,134.—Pop. (1880), 2,838.—Assessed valuation (1888), $1,200,000.—Elevation on Trail Ridge, 150 feet.—County seat, Green Cove Spring.

Clay County was organized in 1856, from Duval County, and named after the Hon. Henry Clay, of Kentucky, United States Senator for many years, and a candidate for the Presidency in 1824 and 1844. The St. John's River, separating Clay County from St. John's County on the east, is here a noble stream varying from one mile to three miles in width. Black Creek, one of its tributaries, is navigable for steamers as far as Middleburg, where two smaller branches unite to form the main stream. These branches find their source respectively in the northern and southern sections of the coun-

ty. The South Fork again subdivides into Green's Creek and Ates Creek, which drain the lake region of the county. The land is in the main moderately high pine, interspersed with hammock and scrub oak. The best plantations lie along the St. John's River, where are many flourishing orange-



groves. Through this portion of the county runs the main line of the Jacksonville, Tampa & Key West Railway, affording direct and easy communication with all points north and south. The lake region is largely unoccupied as yet, but has abundant natural attractions for the sportsman as well as for the permanent settler.

The J., T. & K. W. Ry. follows the west bank of the St. John's River. The stations within and near the county are:

Dist. fr. Jacksonville. | V | S

11	Reed's (*Duval Co.*)	114
14	Orange Park	111
18	Peoria	107
20	Black Creek	105
24	Fleming	101
28	Magnolia	97
29	Green Cove Spring	96
30	Melrose Crossing [1]	95
33	Wallkill	91
	West Tocoi	84
40	Bostwick (*Putnam Co.*)	79

N ∧ | Dist. fr. Port Tampa.

[1] Branch to Florence Mills and Sharon, 9 m. southwest. For continuation of main line north, see p. 25; south, see p. 82.

The main line of the F. C. & P. Ry. crosses the northwestern corner of the county. Stations adjacent to and within the county are:

Dist. fr. Fernandina. | V | S

55	Maxville (*Duval Co.*)	121
56	Wilby	122
61	Highland	117
66	Lawtey (*Bradford Co.*)	112

N ∧ | Dist. fr. Ocala.

For continuation of this line to Ocala, see p. 9; Cedar Key, see p. 7; Fernandina and Jacksonville, see pp. 25 and 67.

The Western Railway of Florida runs to Belmore, 14 miles southwest of Green Cove Spring. The stations are:

Dist. fr. Green Cove. | V | SW

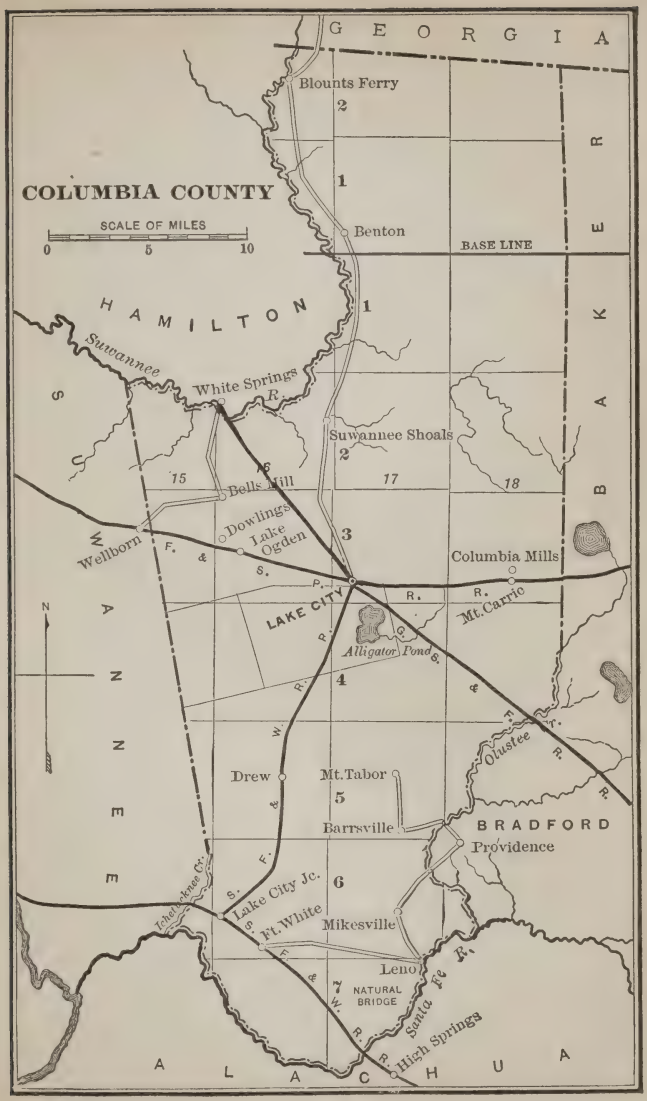
0	Green Cove Spring	14
3	Clinch's	11
6	Willkinson	8
7	Novella	7
10	Sharon	4
11	West Sharon	3
14	Belmore	0

NE ∧ | Dist. fr. Belmore.

Columbia County.

Area, 860 sq. m.—Lat. 29° 48′ to 30° 33′ N.—Long. 82° 27′ to 82° 50′ W.—Population (1890), 12,844.—Pop. (1880), 9,589.—Assessed valuation (1888), $1,600,463.—Highest elevation, 200 ft. (Lake City).—County seat, Lake City.

Columbia is one of the northern tier of counties touching the Georgia line, and including a wide tract of unsettled flat pine land in its northern half. The southern half is moderately high pine land, with extensive tracts of good arable soil, underlaid in the western portion by soft sandstone, and elsewhere by clay, which has been used, since 1847, for brick. The long staple Sea Island cotton thrives in this


GEORGIA
COLUMBIA COUNTY
SCALE OF MILES
0 5 10
Blounts Ferry
Benton
BASE LINE
RANGE
HAMILTON
Suwannee R.
White Springs
Suwannee Shoals
Bells Mill
Dowlings
Lake Ogden
Wellborn
Columbia Mills
Mt. Carrie
LAKE CITY
Alligator Pond
Olustee
Drew
Mt. Tabor
Barrsville
BRADFORD
Providence
Lake City Jc.
Ft. White
Mikesville
Leno
NATURAL BRIDGE
High Springs
Santa Fe R.
ALACHUA
BAKER
SUWANNEE
15
16
17
18
1
2
3
4
5
6
7

county, and large warehouses have been established at Lake City and elsewhere. Good water is found in natural and artificial wells and streams all over the county, save in the southwestern portion, where limestone prevails, and, of course, affects the water.

The line of the Florida Central & Peninsula Railway crosses the central portion of the county, connecting to the eastward and westward with Jacksonville, Tallahassee, and Pensacola. From Lake City to Lake City Junction is a division of the Savannah, Florida & Western Railway, leading to Gainesville and the Suwannee River at New Branford. Santa Fé River, separating the county from Alachua on the south, is navigable for steamers as far as Fort White, and is available for small boats, and for log-rafting to its junction with Olustee Creek. Three of the largest creeks in the county sink into the ground, to reappear, probably, in some of the numerous springs along the principal water-courses.

The exceptional healthfulness of the central region has been recognized by the Trustees of the State Agricultural College, who, after due deliberation, selected Lake City as the site of the institution.

The chief articles of export are Sea Island cotton, corn, and tobacco, cotton being the largest and most profitable crop.

The Western Division of the F. C. & P. Ry. crosses the county from east to west, with stations, as follows, within and adjacent to the boundaries:

		47	Olustee (*Baker Co.*)	160	E
Dist.		52	Mt. Carrie	155	∧ Dist. fr.
fr. Jackson-	∨	59	Lake City [1]	148	∧ River Jc.
ville.	W	65	Ogden	142	|
		71	Welborn (*Suwannee Co.*)	136	|

[1] Connects with Lake City Division. Waycross Short Line, Lake City to Lake City Junction, 19 m.; Fort White, 22 m., and Gainesville, Alachua County. For continuation to River Junction, see p. 91; to Jacksonville, see p. 7.

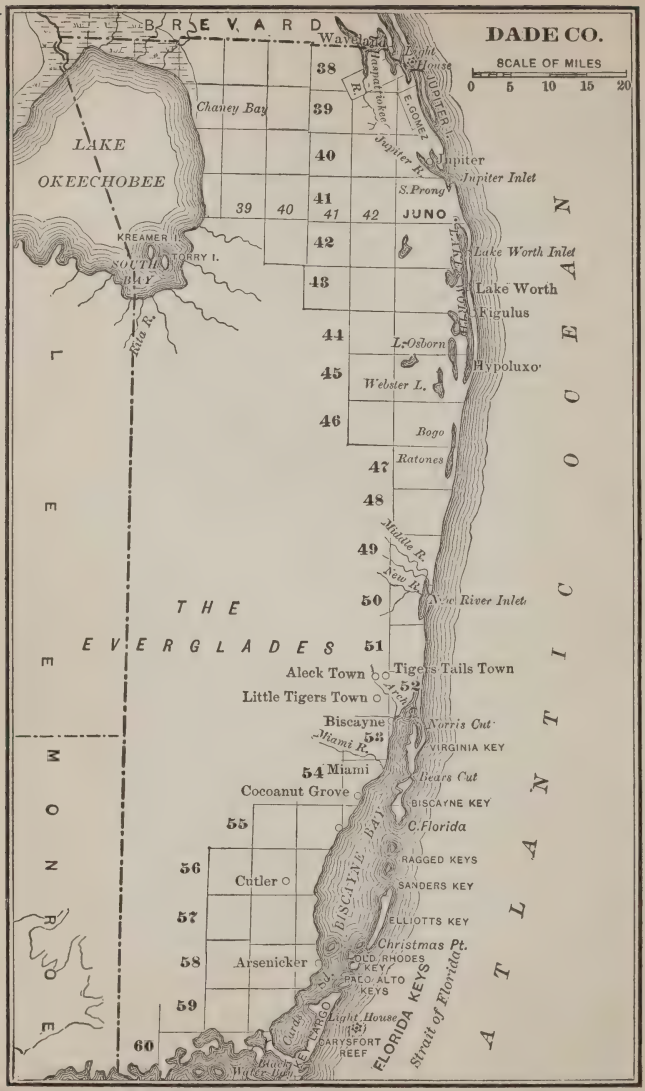
Dade County.

Area, 7,200 sq. m.—Lat. 25° 10′ to 26° 10′ N.—Long. 80° to 80° 55′ W.—Population (1890), 726.—Pop. (1880), 257.—County seat, Juno.

Dade County is, at this writing, in the main inaccessible to the ordinary tourist, and unopened to the average settler. Communication by rail has been established with Lake Worth, near the northern boundary, but the only means of reaching Biscayne Bay, its southernmost habitable district, is by way of the weekly mail-packets — ordinary coasting schooners from Key West. The seventy miles of beach between Lake Worth Inlet and Cape Florida are accessible only by means of sea-going craft, or on foot, or in canoes along the tortuous water-ways that connect the various rivers and inlets. The map indicates the scant line of settlements along the coast, all of them within sound of the surf. The rest of the wide domain is unsurveyed, is inhabited only by the remnant of the Seminole Indians, and is visited only by the more enterprising and adventurous of hunters and cowboys. Within the bounds of the county lies the major part of the great inland fresh-water lake Okeechobee. To the southward and eastward stretch the pathless Everglades, separated from the sea only by a comparatively narrow ridge of coralline rock. From the southern reaches of Indian River and from Lake Worth something of an export trade has opened in pineapples, cocoanuts, tomatoes, fish, and turtles. This goes northward by way of the Jupiter & Lake Worth Railway and the Indian River steamers. The settlements along Biscayne Bay send similar products and a considerable amount of koonti-root starch by sea to Key West.

To the sportsman the inland and coastwise waters of Dade County offer endless attractions, which are described more in detail under their appropriate local divisions. See Jupiter Inlet and Vicinity, Lake Worth, Hillsborough River, New River, Boca Ratones, Biscayne Bay, Lake Okeechobee, The Everglades, etc.

The only railway in Dade County, and the southernmost in the United States, is the narrow-gauge line, seven miles


DADE CO.
SCALE OF MILES
0 5 10 15 20
BREVARD
Waveland
Light House
JUPITER
R.
Jupiter R.
E. GOMEZ
Chaney Bay
LAKE
OKEECHOBEE
Jupiter
Jupiter Inlet
S. Prong
JUNO
KREAMER
SOUTH BAY
TORRY I.
Kis R.
Lake Worth Inlet
Lake Worth
Figulus
L. Osborn
Hypoluxo
Webster L.
Bogo
Ratones
Middle R.
New R.
New River Inlet
THE
EVERGLADES
Aleck Town
Tigers Tails Town
Little Tigers Town
Arch
Biscayne
Norris Cut
Miami R.
VIRGINIA KEY
Miami
Bears Cut
Cocoanut Grove
BISCAYNE KEY
C. Florida
RAGGED KEYS
SANDERS KEY
Cutler
BISCAYNE BAY
ELLIOTTS KEY
Christmas Pt.
Arsenicker
OLD RHODES KEY
PACO ALTO KEYS
Light House
CARYSFORT REEF
FLORIDA KEYS
Strait of Florida
ATLANTIC OCEAN
EVERGLADES
MONROE
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60

long, from Jupiter Inlet to the head of Lake Worth, see Route 75. It belongs to the Jacksonville, Tampa, & Key West system, and runs in connection with their boats on the Indian River. This Company is extending its surveys to the southward, and constructing a wagon-road from Lake Worth to Biscayne Bay.

De Soto County.

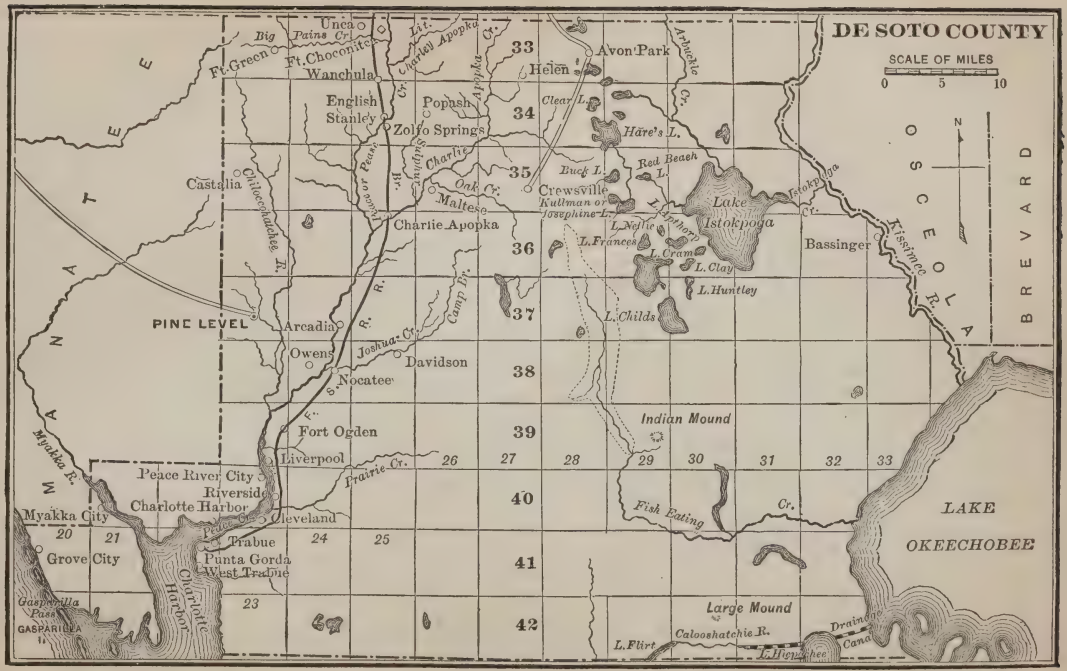
Area, 3,800 sq. m.—Lat. 26° 45′ to 27° 38′ N.—Long. 80° 50′ to 82° 20′ W.—Population (1890), 4,940.—Assessed valuation, $1,983,640.—County seat, Arcadia.

This county was organized in 1887, as the result of a subdivision of Manatee County, and was appropriately named after the great Spanish navigator, Hernando De Soto.

It is still in the main a wilderness, some sixty miles wide, extending from the Kissimmee River and Lake Okeechobee on the east to the Gulf of Mexico on the west. A narrow chain of settlements skirts the navigable waters and the line of the Florida Southern Railway, but a few miles on either side of these the pine forests are unbroken until they disappear in the prairies and saw-grass bordering the great inland lakes. And yet this region represents large wealth, for here begins the great cattle range of Southwestern Florida, extending from Peace River on the northwestern side of the county to the borders of the Everglades. This whole region is flat or gently rolling pine land, interspersed with hammock, and often opening into prairies and savannas. Excepting in the dense hammock, the whole is carpeted with grass, affording nutritious food for cattle the year round, while no shelter whatever is required for the animals.

The county is bisected by the twenty-seventh parallel of north latitude, about two-thirds of its area lying to the northward of that line. With the contiguous county of Lee it contains by far the largest tract of naturally valuable land in South Florida. Owing to its low latitude, tropical fruit culture and truck farming for early vegetables are among its chief industries.

The Florida Southern Railway crosses the county from


DE SOTO COUNTY
SCALE OF MILES
0 5 10
N
MANATEE
OSCEOLA
BREVARD
Unca
Big Paine Cr.
Ft. Green
Ft. Choconikla
Wauchula
Lat. Charley Apopka Cr.
Apopka Cr.
33
Avon Park
Helen
Arbuckle Cr.
English
Stanley
Popash
34
Clear L.
Zolfo Springs
Hare's L.
Red Beach L.
Buck L.
35
Crewsville
Kullman or Josephine L.
Lake Istokpoga
Istokpoga Cr.
Castalia
Chiltopchaukee R.
Charlie Apopka
Charlie Apopka Cr.
Indian Cr.
Owen or Payne Cr.
Oak Cr.
Maltes
36
L. Frances
L. Cram
L. Clay
L. Huntley
Bassinger
Kissimmee R.
PINE LEVEL
Arcadia
R. R.
Camp Dr.
37
L. Childs
Owens
Joshua Cr.
Davidson
38
Nocatee
F.
Fort Ogden
39
Indian Mound
Myakka R.
Liverpool
Peace River City
Riverside
Charlotte Harbor
Prairie Cr.
26
27
28
29
30
31
32
33
40
Fish Eating Cr.
LAKE
OKEECHOBEE
Myakka City
Cleveland
20
21
24
25
Trabue
Grove City
Punta Gorda
West Trabue
41
Gasparilla Pass
GASPARILLA
Charlotte Harbor
23
42
Large Mound
L. Flirt
Caloosahatchie R.
L. Hicpochee
Drainage Canal

northeast to southwest, having its terminus at Punta Gorda, near the head of Charlotte Harbor, where it connects with the Morgan Line of steamers for New Orleans, and with coastwise craft plying to the southward. Charlotte Harbor and its adjacent waters afford the best tarpon fishing on the Gulf Coast (see Route 81), and all the game fish of this region abound in the rivers and bays. Deer and turkeys are frequently killed within five miles of the railroad, but for the certainty of good sport the hunter must go farther afield, as the large game is generally hunted off in the vicinity of the permanent settlements.

Duval County.

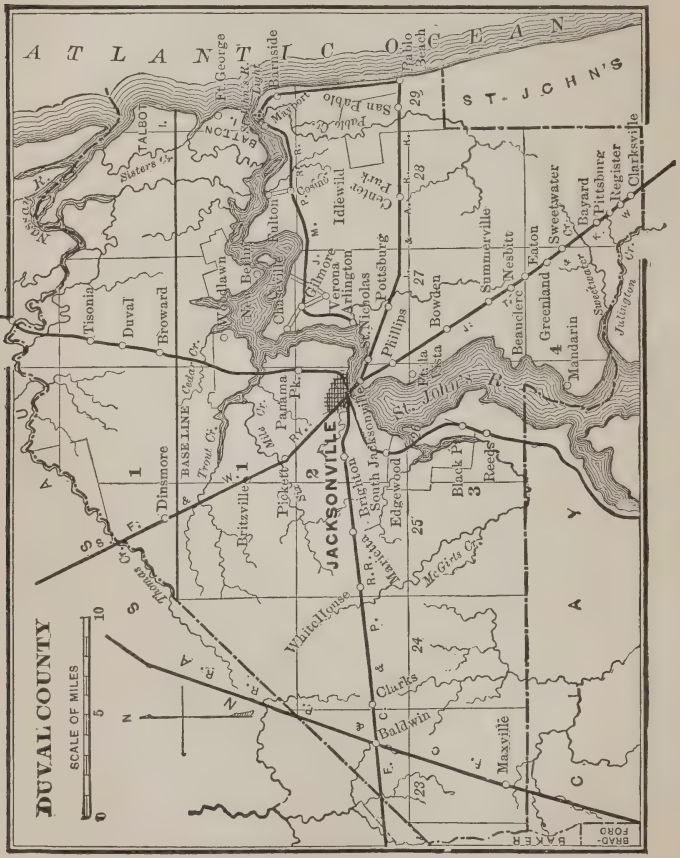
Area, 900 sq. m.—Lat. 30° 35′ to 30° 10′ N.—Long. 81° 20′ to 82° 5′ W.—Population (1890), 26,755.—Pop. (1880), 19,431.—Assessed valuation (1888), $9,540,619.—County seat, Jacksonville.

Duval was one of the original counties into which the territory of Florida was divided in accordance with an act of Congress, on the second Monday of June, 1822, nearly a year after the United States formally acquired possession. A glance at the map will show the peculiar commercial advantages that it has always held. Ever since the ships of the French Huguenot, Jean Ribaut, anchored inside the bar at the mouth of the St. John's, and named it the River of May, this noble stream has been the natural avenue of travel and trade to and from the interior of the peninsula. Along its banks the first settlements were formed and railroads followed the settlements. All traffic between the Atlantic States lying to the northward and the Floridian peninsula passes almost of necessity either through the St. John's River or near the point where the course of the stream changes from north to east.

The county lies on both sides of the river to a point about twenty-five miles from the sea-coast. It was named after the Hon. William P. Duval first territorial governor of Florida.

The first white settlement was made by the French in 1564, at St. John's Bluff, a high promontory on the south bank of the river about three miles from its mouth (see p. 118).

This was merely a military post. The first civil settlement is believed to have been made in 1812, at the head of the old King's road from St. Augustine, on the south bank of the



river opposite the present site of Jacksonville. The settler, Lewis Z. Hogan, moved across the river in 1816, and thus was formed the nucleus of the leading commercial city of

Florida. Long before this, however, the banks of the river were inhabited by Indian tribes, as is evident from the countless shell mounds that exist on both sides of the stream, often containing rude pottery, stone implements and the like, mingled with bones of men and animals in perplexing and suggestive confusion.

The sea-coast line is about twenty miles in extent measuring southward from the mouth of Nassau River. The greater part of it is fine hard beach, suitable for driving and bathing and usually backed by sand ridges or hammocks available for building-sites.

All the great railway lines of Florida centre in Jacksonville. The main line of the Jacksonville, Tampa & Key West System runs south to Tampa, Punta Gorda, and Titusville. Stations within the county and next to the southern boundary are:

Dist. fr. Jacksonville. | S

0	Jacksonville	125
4	Edgewood	121
9	Black Point	116
11	Reed's	114
14	Orange Park (*Clay Co.*)	111

N | Dist. fr. Sanford.

The Jacksonville, St. Augustine & Halifax River Railway (J., T. & K. W. System) crosses the St. John's River on a steel drawbridge, just above the city. Stations within the county and next beyond are:

Dist. fr. Jacksonville. | SE

0	Jacksonville	37
1	S. Jacksonville	36
3	Phillips	34
5	Bowden	32
9	Summerville	28
10	Nesbit	27
11	Eaton	26
14	Sweetwater	23
16	Bayard	21
17	Register (*St. John's Co.*)	20

NW | Dist. fr. St. Augustine.

For connections at St. Augustine, see p. 133.

The Plant System, Savannah, Florida & Western Railway, Waycross short line. From foot of Bridge Street. Stations within and near Duval County are:

Dist. fr. Jacksonville. | SE

0	Jacksonville[1]	20
12	Dinsmore	8
20	Callahan[2]	0

NW | Dist. fr. Callahan.

[1] For connections, see p. 103.
[2] Connects with F. C. & P. Ry., see p. 67.

The Florida Central & Peninsula Railroad—Jacksonville Branch. Between Jacksonville and Fernandina. From foot of Hogan Street. Stations are:

		0	Jacksonville[1]	37	
		1	Waycross Jc.	36	S
Dist. fr. Jackson-ville.		5	Jacksonville Jc.	32	∧ Dist. fr. Fernandina.
		15	Duval	22	
	V	26	Hart's Rd. Jc.[2]	11	
	N	27	Hart's Road	10	
		37	Fernandina[3]	0	

[1] For connections, see p. 103.
[2] Connects with Southern Div. F. C. & P., see p. 67.
[3] Connects with Mallory Line steamers for New York (see p. 127); and coastwise steamers for Georgia ports.

The Jacksonville & Atlantic Railroad has its station in South Jacksonville. Ferry from foot of Market Street. The stations are:

		0	Jacksonville	17.3	W
		1	S. Jacksonville[1]	16.3	∧ Dist. fr. Pablo Beach.
Dist. fr. Jackson-ville.		2.8	St. Nichola	14.5	
		6	Pottsburg	11.3	
	V	14.6	San Pablo	2.7	
	E	17.3	Pablo Beach	0	

[1] Connects with J., T. & K. W. System.

The Jacksonville, Mayport & Pablo Railway & Navigation Co. has its station at Arlington, on the south bank of the St. John's, three miles by ferry, foot of Newnan Street. The stations are:

		0	Jacksonville	20	
		3	Arlington	17	W
		4	Egleston	16	∧
		7	Verona	13	
		8	Cohassett	12	
		9	McCormick	11	
Dist. fr. Jackson-ville.		10	Mill Cove	10	
		11	Pine Grove	9	Dist. fr. Mayport.
		14	Idlewild	6	
		15	Greenfield	5	
		16	Burnside Beach	4	
		18	The Jetties	2	
	V	19	Jetty Cottage	1	
	H	19½	Light House	½	
		20	Mayport	0	

Escambia County.

Area, 720 sq. m.—Lat. 31° to 30° 20′ N.—Long. 87° 40′ to 87° 50′ W.—Population (1890), 20,097.—Pop. (1880), 12,156.—Assessed valuation (1888), $3,649,758.—County seat, Pensacola.

The magnificent bay where Pensacola now stands was discovered by Pamphilo de Narvaez, who landed there, according to the English historian Jeffries, in 1528. A permanent settlement was made in 1696, by the Spaniards under Don Andre d'Arreola, on the present site of Fort Barrancas, and since that time, although the location of the town was repeatedly shifted, and it has been held successively by French, English, and Americans, it has never been abandoned by Europeans.

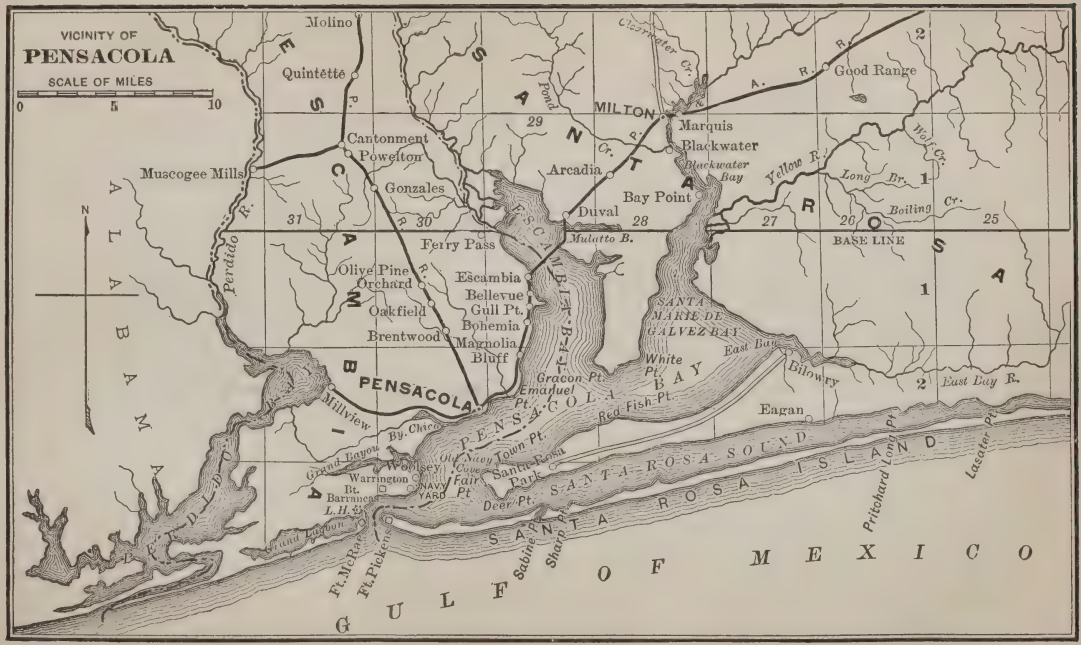
Escambia is the westernmost county of Florida, terminating the Gulf range of counties, and separated from Alabama on the west by the Perdido River, and on the north by the arbitrary interstate line. Its soil is sand underlaid with clay, and its agricultural capabilities are rapidly developing. Its main export, however, is lumber, since Pensacola is the shipping-point for a vast region of heavily wooded land lying to the northward, and penetrated by streams, down which the logs are floated to tide-water.

Much of the land in the county is high and rolling, with hardwood hammocks along the watercourses.

To hunters, fishermen, and yachtsmen, the coasts and waterways of Escambia County offer great attractions. The extensive land-locked sounds and bays afford safe anchorage in all weathers, and are easy of access from sea at all stages of the tide. The shores are almost everywhere available for camping purposes, and game abounds, though reckless and indiscriminate shooting has made it very wild.

The Pensacola & Atlantic Division of the Louisville & Nashville Railroad enters the county from Santa Rosa County on the east, crossing Escambia Bay on a long trestle. The stations are:

Dist. fr. Pensacola.				SSW	Dist. fr. River Jc.
		0	Pensacola 161		
		6	Bohemia 155		
	V	8	Yniestra 153	^	
	NNE	9	Escambia 152	|	


VICINITY OF
PENSACOLA
SCALE OF MILES
0
5
10
N
Molino
Quintette
Cantonment
Powelton
Muscogee Mills
Gonzales
Ferry Pass
Olive
Pine
Orchard
Oakfield
Brentwood
Escambia
Bellevue
Gull Pt.
Bohemia
Magnolia
Bluff
PENSACOLA
Millview
Perdido R.
ESCAMBIA
ALABAMA
SANTA ROSA
Pond
Clear Water Cr.
MILTON
Marquis
Blackwater
Arcadia
Bay Point
Duval
Mulatto B.
Blackwater Bay
Yellow R.
A. R.
Good Range
Wolf Cr.
Long Br.
Boiling Cr.
BASE LINE
SANTA MARIE DE GALVEZ BAY
East Bay
Billowry
East Bay R.
White Pt.
Gracon Pt.
Emanuel Pt.
Red Fish Pt.
Eagan
PENSACOLA BAY
By. Chico
Grand Lagoon
Old Navy Town Pt.
Santa Rosa Park
Woolsey
Warrington
Fair Grove
Bt. Barrancas
L. H. G.
NAVY YARD
Pt.
Deer Pt.
SANTA ROSA SOUND
SANTA ROSA ISLAND
Pritchard Land Pt.
Lassater Pt.
Ft. McRee
Ft. Pickens
Sabine
Shark
GULF OF MEXICO

The Pensacola & Atlantic Division, Louisville & Nashville Railroad, enters Escambia from Alabama on the north. Stations near and within the county are:

Dist. fr. Flomaton.				Dist. fr. Pensacola.
0		Flomaton [1]	44	
5		Bluff Springs	39	N
12		McDavid	32	∧
20		Molino	24	|
24		Quintette	20	|
28		Cantonment [2]	16	|
	V	Gonzalez	12	|
	S	Olive	7	|
44		Pensacola	0	

[1] Connects with lines to New Orleans, Montgomery, and Selma.
[2] Branch to Muscogee, five miles west.

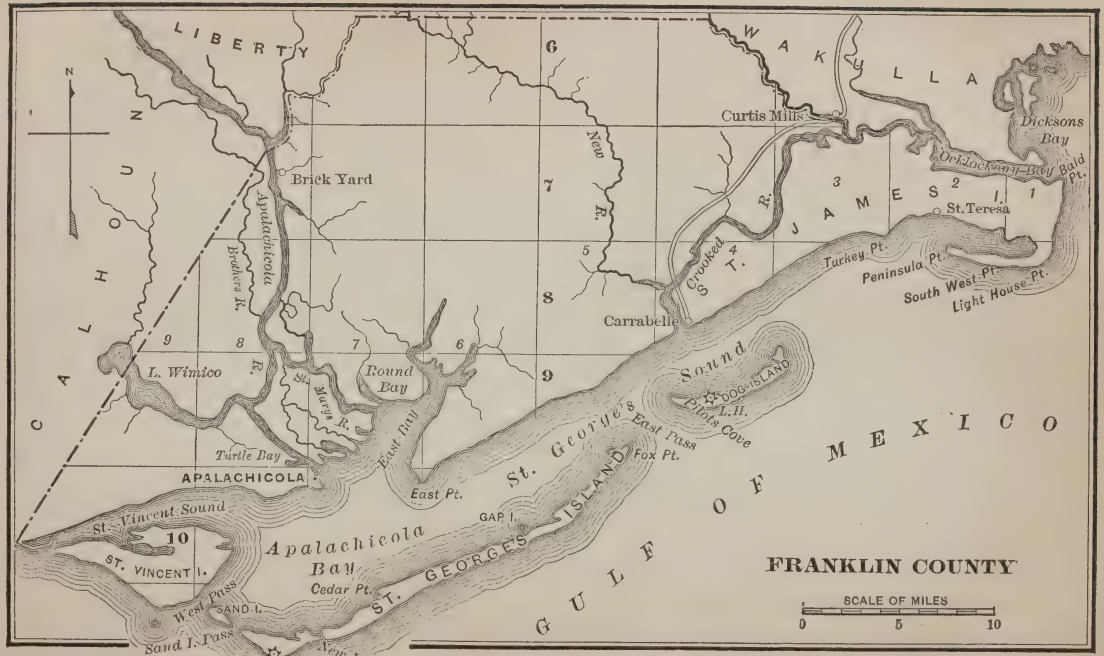
The Pensacola & Perdido Railroad connects Pensacola with Millview, six miles west, on Perdido Bay.

Franklin County.

Area, 500 sq. m.—Lat. 29° 40′ to 30° 5′ N.—Long. 84° 30′ to 85° 15′ W.—Population (1890), 3,271.—Pop. (1880), 1,791.—Assessed valuation (1888), $495,427.—County seat, Apalachicola.

Nearly the whole of this county was originally included in what was known as the Forbes Purchase, the result of negotiations made with the Indians by an English firm, Forbes & Co., in 1819. This was just prior to the transfer of Florida from Spain to the United States. The sea-coast of this county is sheltered by St. Vincent's, St. George's Island, and Dog Island, within which are broad sounds and bays navigable for vessels of any size and affording fishing grounds unsurpassed by any on the coast. Dog Island Harbor especially is one of the finest on the Gulf.

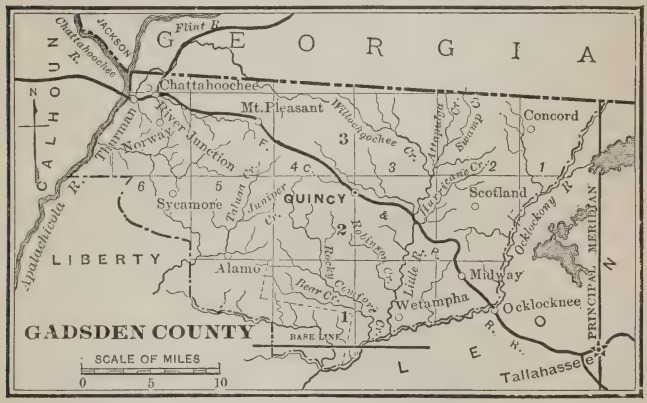
Owing to its isolated position Franklin County has not yet been penetrated by railroads, and for this reason it offers attractions to the sportsman not possessed by its more accessible neighbors. Tributary to these nearly land-locked waters are a number of rivers and estuaries, many of them navigable for vessels of considerable size, and all navigable for small boats, affording access to some of the best hunting lands in Florida. The region is most easily reached by way of the Apalachicola River, from River Junction, whence communication by rail is easy and direct from all parts of the United States.


LIBERTY
CALHOUN
WAKULLA
JAMES
Curtis Mills
Dicksons Bay
Brick Yard
Apalachicola R.
Brothers R.
New R.
Crooked R.
St. Teresa
Bald Pt.
Turkey Pt.
Peninsula Pt.
South West Pt.
Light House Pt.
Carrabelle
L. Wimico
St. Marys R.
Round Bay
East Bay
Turtle Bay
APALACHICOLA
East Pt.
St. George Sound
DOG ISLAND
Lights
L. H.
Cove
East Pass
Fox Pt.
St. George ISLAND
GAP I.
St. Vincent Sound
ST. VINCENT I.
Apalachicola Bay
Cedar Pt.
ST. GEORGES
West Pass
SAND I.
Sand I. Pass
St. George L. H.
New Inlet
GULF OF MEXICO
FRANKLIN COUNTY
SCALE OF MILES
0 5 10

Gadsden County.

Area, 540 sq. m.—Lat. 30° 20′ to 30° 40′ N.—Long. 84° 15′ to 84° 55′ W.—Population (1890), 11,878.—Pop. (1880), 12,169.—Assessed valuation (1888), $1,018,149.—County seat, Quincy.

Organized as one of the original counties into which the State was divided in 1822, Gadsden County soon became one of the leading agricultural districts of Florida. The face of the country is undulating, with a subsoil of red clay, well watered, and covered with a heavy growth of hammock and pine timber. The Ocklockonee River forms the dividing



line from Leon County on the southwest, and into this flow numerous "runs" and creeks of clear water, affording abundant facilities for water-power and natural irrigation for wide tracts of land. The hills rise to a considerable height in the northern part of this county—more than 300 feet in the neighborhood of Quincy. Under the system of cultivation that prevailed prior to the Civil War, and before adequate means of transportation existed, the annual tobacco crop was something like 5,000 boxes of 350 pounds each. Within a few years this industry has been revived by Northern capital on a large scale in the vicinity of Quincy (Route 223). The culture of Cuban tobacco was introduced into Gadsden

County in 1829, by a Virginian who settled in the vicinity of Quincy. He was so successful that his example was soon followed, and until the Civil War in 1860 the value of the crop nearly or quite equalled that of cotton, the annual shipments averaging 1,600,000 pounds. A great advantage of tobacco-growers was that the busy season timed itself so as not to interfere with cotton-planting. Thus the tobacco could usually be harvested after the cotton was started and before it was time for picking, while the packing and boxing was necessarily done in wet weather, when out-of-door work was impracticable. The Civil War first and the abolition of slavery afterward practically suspended this industry.

The Western Division of the Florida Central & Peninsula Railway crosses Gadsden County with stations as follows:

		9	Ocklockonee (*Leon Co.*)	34	
Dist. fr. Tallahassee.		12	M dway	31	SE
		24	Quincy	19	Dist. fr. River Jc.
	V	33	Mt. Pleasant	10	
	NW	42	Chattahoochee [1]	1	
		43	River Junction [2]	0	

[1] Connects Savannah, Florida & Western Railway, crossing at once into Georgia.

[2] Connects Pensacola & Atlantic Division L. & N. (see p. 16), and with Chattahoochee River Steamers.

Hamilton County.

Area, 460 sq. m.—Lat. 30° 20′ to 30° 40′ N.—Long. 82° 40′ to 83° 20′ W.—Population (1890), 8,477.—Pop. (1880), 6,790.—Assessed valuation (1888), $1,042,495.—County seat, Jasper.

The county lies between the Suwannee River on the west, and one of its main branches, the Alapaha, on the south and east. The surface is generally level, with rolling land near the rivers, and a fine growth of hammock timber and pine, and cypress in some portions. Sea Island or long staple cotton is successfully grown. In the river-swamps and hammocks the soil is rich and dark. The Florida Central & Peninsula Railroad runs through the middle of the county from north to south, and the Florida Central & Western Railroad passes close to the southwestern corner at Ellaville, Madison County. The county contains a number of remarkable springs, sinks, and other natural curiosities.

The Gainesville Division, Savannah, Florida & Western Railroad, crosses the county with stations as follows:

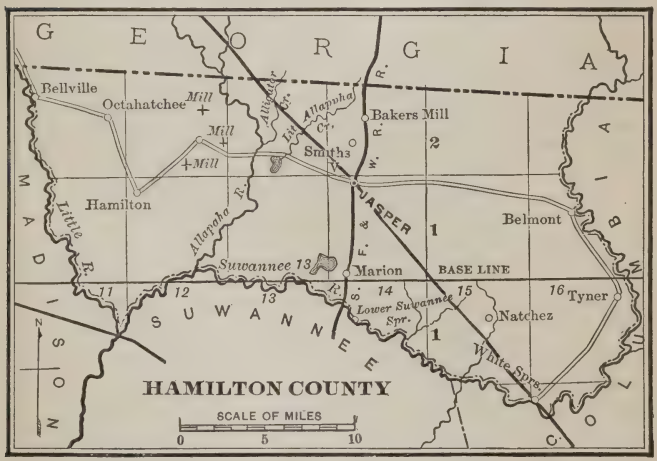
		130	Dupont	49	
		139	Forrest	40	N
Dist. fr. Savannah.		150	Statenville	29	Dist. fr. Live Oak.
		163	Jasper	16	
	V	168	Marion	11	
	S	171	Suwannee (*Suwannee Co.*)	8	
		179	Live Oak (*Suwannee Co.*) [1]	0	

[1] Connects F. C. & P. Ry. running east to Jacksonville, and west to River Junction (see p. 91). For continuation to Gainesville, see p. 91.

The Georgia Southern & Florida Railroad enters the county from Georgia on the north with stations as follows:

Dist. fr. Macon, Ga.		167	Melrose (*Ga.*)	43	NW
	V	180	Jasper[1]	30	Dist. fr. Lake City.
	SE	199	White Springs	11	

[1] Crosses S. F. & W. Ry.



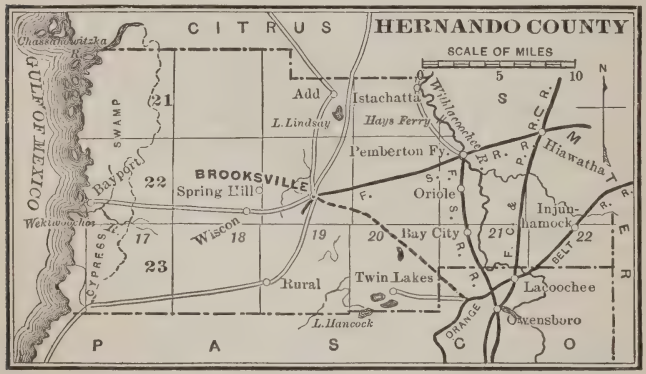
Hernando County.

Area, 500 sq. m.—Lat. 28° 25′ to 28° 40′ N.—Long. 82° to 82° 40′ W.—Population (1890), 2,474.—Assessed valuation (1888), $900,000.—County seat, Brooksville.

Until 1850 this county, then three times its present size, was named Benton, after the Hon. Thomas H. Benton, of

North Carolina, a popular statesman of the day. The present name was chosen when the original county was subdivided in 1875.

Brooksville, the county town, lies in the midst of one of the finest agricultural regions of the State. The surface soil is largely a rich vegetable mould, underlaid with brown sandy loam several feet deep, and resting upon a substratum of limestone, clay, or marl. In area the land is about equally divided into hammock, high pine, low pine, and swamp. The hammock lands are almost invariably high and rolling,



with fine natural drainage, and an exceedingly rich soil underlaid with sand or clay, and having a substratum of limestone. All these lands, except the very poorest, are extremely productive, yielding cotton, tobacco, vegetables, and the various field crops. In the central and western parts of the county the ridges rise to a height of some three hundred feet above tide-water. There are no navigable rivers, and the Gulf coast can be approached only by boats of very light draught, save at Gulf Key or Hammock Creek, where there is a good harbor accessible for vessels drawing six feet of water. Indian Creek, in the same harbor, is also a safe anchorage for small vessels. Elsewhere the approaches to the coast are shallow, with numerous oyster-beds, and an archipelago of small barren islands in the northern part.

The Florida Southern (J., T. & K. W. system), the South Florida, the Florida Central and the Orange Belt railroads cross the eastern part of the county, and a branch of the first named penetrates to Brooksville in the middle of the county.

Stations of the Florida Southern within and adjacent to the county are :

Dist. fr. Ocala.	V E	63	Pemberton Ferry [1]	11	W	Dist. fr. Brooksville.
		69	Couper	5		
		74	Brooksville	0		

[1] Connects with South Florida Railroad (see below). For continuation of this line to Ocala, see p. 87.

The Bartow Branch of the South Florida Railroad has stations within and next to the county as follows :

Dist. fr. Pemberton Ferry.	V S	0	Pemberton Ferry [1] (*Sumter Co.*)	57	N	Dist. fr. Bartow.
		1	Fitzgerald	56		
		3	Oriole	54		
		6	Bay City	51		
		10	Macon (*Pasco Co.*)	47		
		11	Orange Belt Jc. [2]	48		

[1] Connects with J., T. & K. W. system (see above).
[2] Crosses Orange Belt Railway (see below). For continuation of this line, see p. 76.

The Tampa Branch of the F. C. & P. Co. crosses the eastern point of the county from north to south. The stations are :

Dist. fr. Wild-Wood.	V	22	Withlacoochee	39	Dist. fr. Plant City.	
		28	Lacoochee [1]	32		
		30	Owensboro [2]	31		

[1] Crosses Orange Belt Railway (see below).
[2] Crosses South Florida Railroad (see p. 76). For continuation of this line, see p. 76.

The Orange Belt Railway crosses the eastern point of the county from northeast to southwest. Stations are :

Dist. fr. Monroe.	V SW	66	Wyoming	83	NE	Dist. fr. St. Petersburg.
		71	Lacoochee [1]	77		
		73	Macon [2]	75		

[1] Crosses F. C. & P. Ry. (see above).
[2] Crosses South Florida Railroad (see above). For continuation of this line, see pp. 74 and 87.

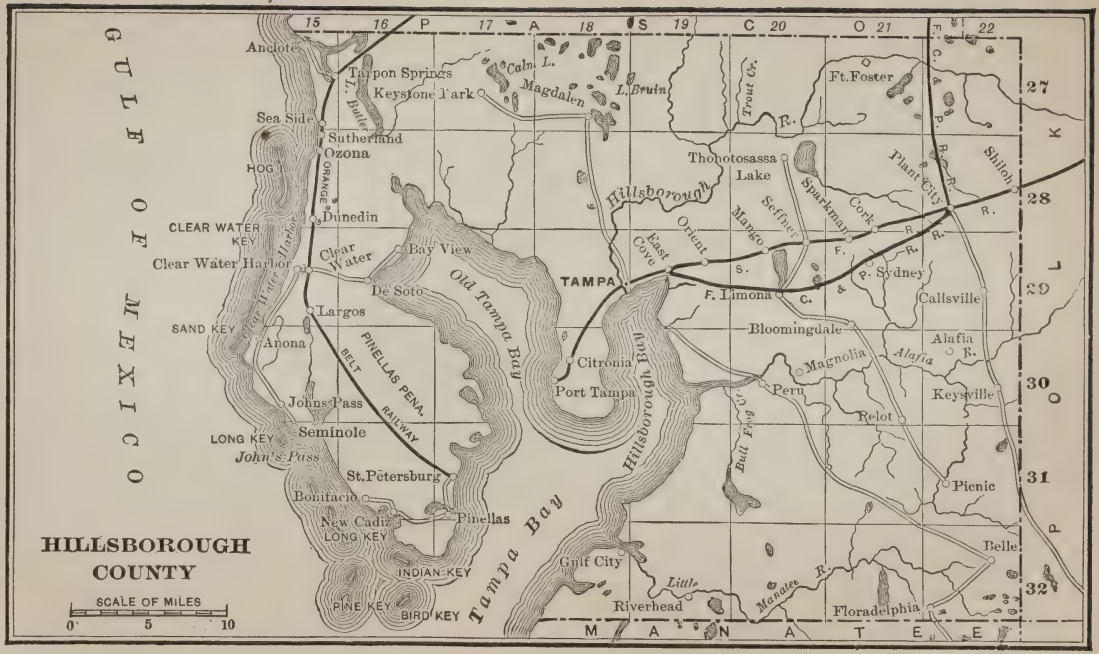
Hillsborough County.

Area, 1,300 sq. m.—Lat. 27° 20′ to 28° 50′ N.—Long. 82° to 82° 50′ W.—Population (1890), 14,810.—Pop. (1880), 5,814.—Assessed valuation (1888), $3,200,000.—County seat, Tampa.

This county, or the region adjacent, early received its name after the Earl of Hillsborough, Secretary of State for the colonies of Great Britain during the American Revolution. The county was organized in 1835. It is mainly in the long-leaf pine region, naturally all woodland, with 1,185 square miles of rolling pine land, 75 square miles of marshy lowland, and 40 square miles of hammock. Of all the Gulf counties Hillsborough is perhaps the most favored in her coast line, which exceeds 150 miles in length, although from north to south the county is only 36 miles wide. This is due to Tampa Bay, which with its branches, Hillsborough Bay and River and Old Tampa Bay, penetrates far into the interior. About one quarter of the whole extent of coast is low and marshy, while the rest rises quite abruptly from the water's edge, often with bluffs and a border of fine beach. The greater part of the county is good pine land, with a fair amount of hammock and some open prairie. The better lands for agricultural purposes lie in the western part.

Tampa Bay was one of the first discovered and used by the early navigators, and it is almost certain that traders and freebooters visited its waters prior to Hernando De Soto, who anchored there on May 25, 1539, with a fleet of several vessels, and a force of 570 men, comprising the very flower of Spanish chivalry. He brought with him, also, 223 horses, and the whole elaborate equipment of armorers, smiths, and servants essential to the needs of such a force. The Feast of Pentecost of that year fell on the day of arrival, and the noble bay was named Bahia Espiritu Sancto (Bay of the Holy Spirit), after the devout custom of these early explorers. The Spanish name was for centuries retained on the maps, but it appears to have been dropped in favor of the still older Indian name soon after the English gained a foothold.

On the shores of the bay and along the Gulf coast and the outlying Keys are many Indian mounds of great interest to


HILLSBOROUGH COUNTY
SCALE OF MILES
0 5 10
GULF OF MEXICO
Tampa Bay
Hillsborough Bay
Old Tampa Bay
Clear Water Harbor
Anclote
Tarpon Springs
Keystone Park
Sea Side
Sutherland
Ozona
HOG I.
ORANGE R.
Dunedin
CLEAR WATER KEY
Clear Water Harbor
Clear Water
Bay View
De Soto
Largos
SAND KEY
Anona
PINELLAS PENA. BELT RAILWAY
Johns Pass
LONG KEY
Seminole
John's Pass
St. Petersburg
Bonifacio
New Cadiz
LONG KEY
Pinellas
INDIAN KEY
PINE KEY
BIRD KEY
Gulf City
Riverhead
Little Manatee R.
Floradelphia
Citronia
Port Tampa
TAMPA
East Cove
Orient
Hillsborough R.
Thonotosassa
Lake
Sparkman
Seffner
Mango
Trout Cr.
Ft. Foster
Plant City
Cork
Shiloh
F. Limona
P. Sydney
Callsville
Bloomingdale
Alafia R.
Alafia
Magnolia
Peru
Keysville
Relot
Bell Prong Cr.
Picnic
Belle
Calm L.
Magdalen
L. Brutin
Butler L.
15 16 PASCO 17 18 19 HILLSBOROUGH 20 21 22
27 28 29 30 31 32
MANATEE

archæologists. Some account of them is given elsewhere with a sketch of the results of such explorations as have thus far been prosecuted. See Index.

Tampa Bay is navigable for vessels of the largest class. The bar carries 20 feet of water at low tide, and good anchorage for yachts can be found almost anywhere within the bay. There are no dangerous obstructions, and the only difficulty likely to be encountered is in running upon the shoals which make out from the shore, and occasionally occur in mid channel. With a yacht properly constructed for service in these waters running aground is a matter of small moment. For hunters and fishermen the woods and waters of Hillsborough County offer abundant sport. All the game and fishes peculiar to Florida may be found within a few miles of the centres of population.

The South Florida Road, main line, has the following named stations near and within the county:

		83	Lakeland (*Polk Co.*) [1]	48	
		88	Shiloh	43	E
		93	Plant City. [2]	37	∧
		98	Cork	26	
Dist. fr. Jackson-ville.		100	Sparkman	24	Dist. fr. Port Tampa.
		103	Seffner	21	
		105	Mango	19	
		109	Orient	15	
	V	111	East Cove	13	
	W	115	Tampa	9	
		124	Port Tampa [3]	0	

[1] Connects with Bartow & Pemberton Ferry Branches, S. F. Rd. (see p. 80).
[2] Connects with F. R. & N. to Pasco County, Dade City, etc. (see p. 76).
[3] Connects with ocean steamers to Key West, Havana, New Orleans, and Mobile. Also with coastwise steamboats.

The Orange Belt Road, from Monroe, Volusia County, to St. Petersburg, enters Hillsborough County from the north near the Gulf and runs southward down the coast. The stations in and near the county are:

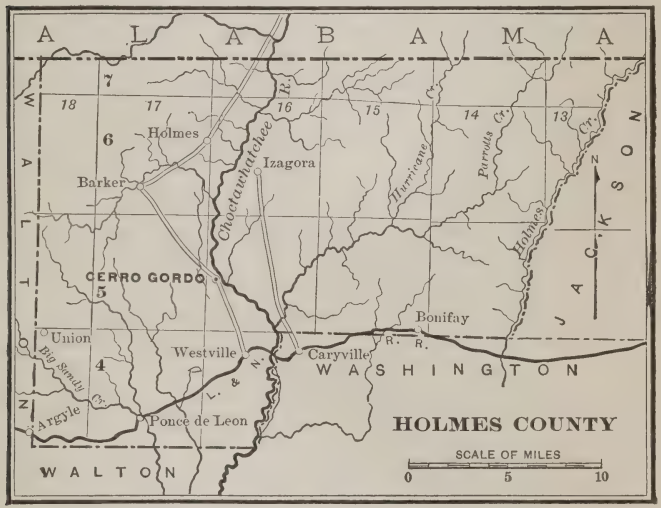
		106	Odessa (*Pasco Co.*)	42	
		114	Tacony	34	N
		116	Tarpon Springs	32	∧
		120	Sea Side	28	
		122	Sutherland	26	
Dist. fr. Monroe.		123	Yellow Bluff (Ozona)	25	Dist. fr. St. Peters-burg.
		127	Dunedin	21	
		130	Clearwater Harbor	18	
		132	Armour	16	
	V	138	Cross Bayou	10	
	S	142	Lellman	6	
		148	St. Petersburg [1]	0	

[1] Connects with ferry to Port Tampa and coastwise steamboats.

Holmes County.

Area, 540 sq. m.—Lat. 30° 43′ to 31° N.—Long. 86° 5′ to 85° 30′ W.—Population (1890), 4,336.—Pop. (1880), 2,190.—Assessed valuation, $332,954.—County seat, Cerro Gordo.

The land in Holmes County is mainly a good quality of pine land, which produces cotton, sugar-cane, corn, and tobacco, as the principal field crops. The soil is clay and sandy loam. Peaches, grapes, and plums are successfully grown, and stock-



raising is among the profitable industries. The Choctawhatchee River is the principal watercourse, finding its source in Southern Alabama, running in a southerly direction across the county, and falling into Choctawhatchee Bay. It is navigable for steamboats beyond the county line, and is available for logging purposes and small boats well up into Alabama.

Holmes County is underlaid with cavernous white limestone, which frequently forms remarkable "sinks" and wells. Most of the lakes and ponds are of this nature, often occurring on ridges where there was a sufficient quantity of sand and drift to fill in the cavity when the subsidence occurred.

The Pensacola & Atlantic Division of the Louisville & Nashville Railroad crosses Holmes County east and west near the southern border. Stations in and near the county are as follows:

		43	Chipley (*Washington Co.*)	118	
		53	Bonifay	108	E
		61	Caryville	100	∧
Dist. fr. River Jc.		63	Westville	98	Dist. fr. Pensacola.
	V	70	Ponce de Leon	91	
	W	77	Argyle	84	
		81	De Funiak Sp	80	

For continuation east and west, see p. 101.

Jackson County.

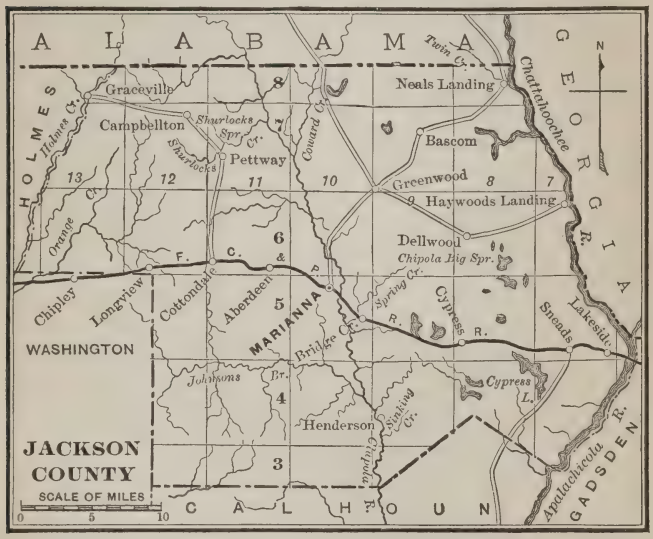
Area, 1,000 sq. m.—Lat. 30° 35′ to 31° N.—Long. 84° 50′ to 85° 40′ W.—Population (1890), 17,492.—Pop. (1888), 14,372.—Assessed valuation (1888), $1,023,985.—County seat, Marianna.

This county is in what is termed the oak, hickory, and pine upland region. It contains about 150 square miles of red lime lands, 400 square miles of oak, hickory, and high pine, and 450 square miles of ordinary long-leaf pine lands.

It is named after Gen. Andrew Jackson, military Governor of Florida, and is one of the original counties organized on the acquisition of the Territory by the United States. It is on the eastern border of what is known as West Florida. The Chattahoochee River separates it from Georgia on the east, navigable for river steamers for the whole distance. The Chattahoochee unites with the Apalachicola River near the southeastern corner of the county. Along the river is a strip of bottom land from one and one-half to two miles wide, which is of extraordinary richness, but is subject to overflow. The Chipola River, rising in the northern part of the county, runs south, dividing it nearly in half. This stream is used for floating lumber to the railroad and to the Gulf, but is navigable only for small boats. Along the Chipola River are rich hammock lands covered with a heavy growth of hard wood timber, as oak, beach, magnolia, maple, hickory, and bay. The county is well watered by the tributaries of the streams mentioned, and is besides well supplied with lakes and springs. The soil is for the most part red

clay and sandy loam, and produces cotton, corn, oats, rice, sugar-cane, and tobacco, and all save the strictly subtropical fruits.

The Pensacola & Atlantic Railroad crosses the county from



east to west in its middle belt of townships, having stations near and within the county as follows:

Dist. fr. River Jc.			Dist. fr. Pensacola.
	0	River Jc. [1] (*Gadsden Co.*) 161	
	5	Sneads 156	
	15	Cypress 146	
	25	Marianna 136	
	34	Cottondale 127	
	44	Chipley (*Washington Co.*) 117	

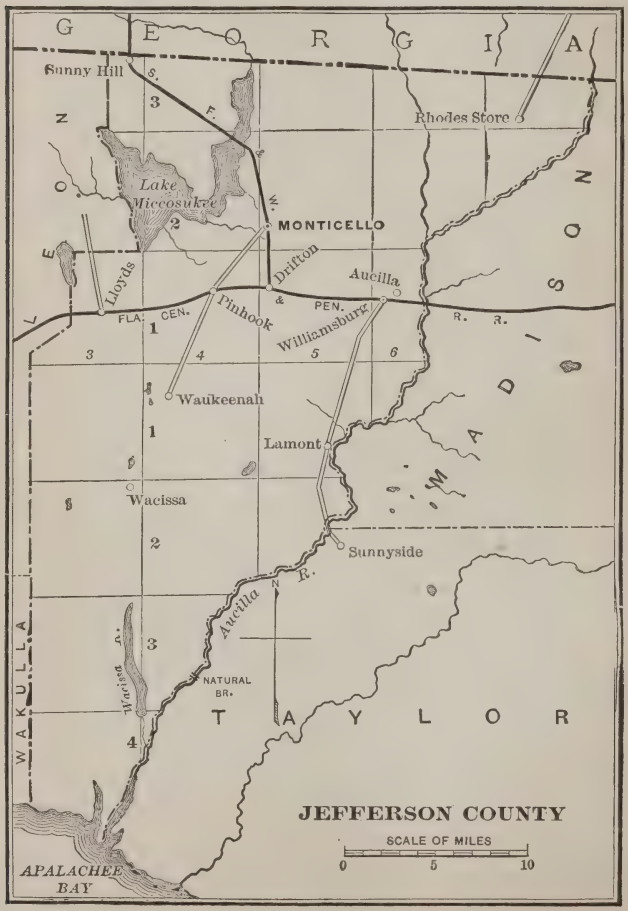
E ∧ W ∨

[1] Connects with Savannah, Florida & Western Railroad (see p. 32), and Chattahoochee River steamers.

Jefferson County.

Area, 560 sq. m.—Lat. 30° to 30° 40′ N.—Long. 83° 35′ to 84° 5′ W.—Population (1890), 15,699.—Pop. (1880), 16,065.—Assessed valuation (1888), $1,800,000.—County seat, Monticello.

Jefferson County stretches across that portion of the State known as Middle Florida, touching Georgia on the north



and the Gulf of Mexico on the south. The Aucilla River, navigable for steamboats to the natural bridge, forms the southeastern boundary. The face of the country is unusually diversified, the whole of the northern part hilly and well wooded, Micosukee Lake forming its northwestern boundary. This lake is about twelve miles long and six miles wide at its western end, a curiously irregular body of water, surrounded by extensive forests of pine. The soil is generally a sandy loam underlaid with clay, well adapted for the cultivation of early vegetables and fruits. The field crops are mainly cotton, corn, rice, sugar-cane, and tobacco. About twenty miles from the coast the hills abruptly disappear, and from this point to the Gulf stretch the "flat woods" almost unbroken, but full of game, and affording an inviting field to the sportsman.

The Western Division of the F. C. & P. crosses the county about twelve miles from the Georgia line. Its stations within and nearest to the county are :

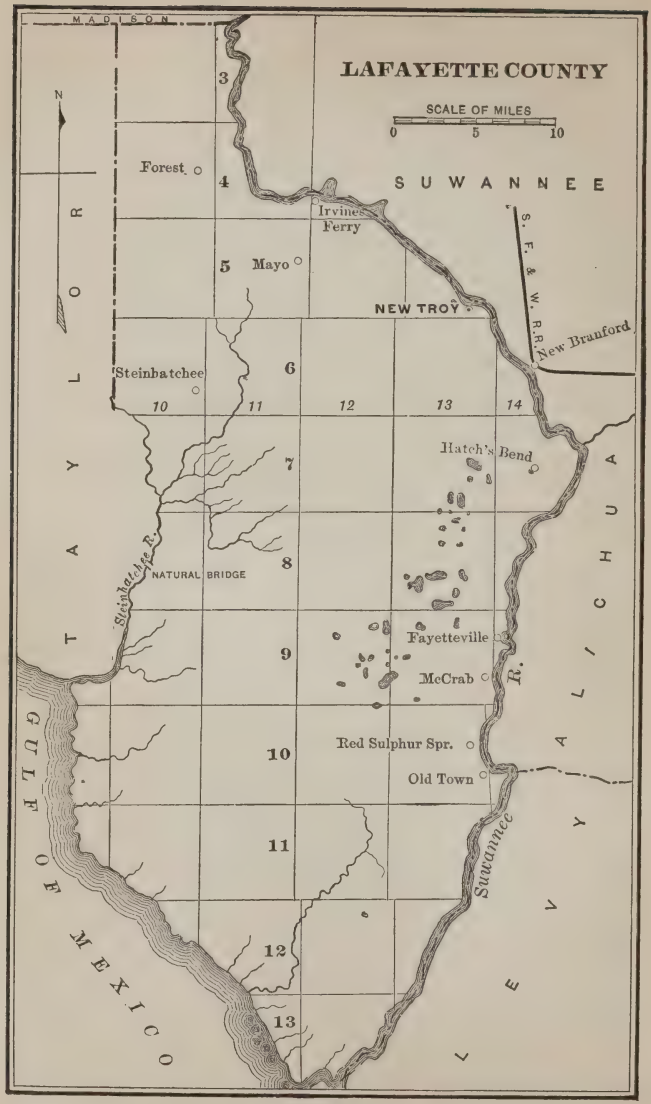
		12	Chaires (*Leon Co.*)	153	W
Dist. fr. Talla-		18	Lloyd	147	Dist. fr. Jackson-
hassee.	V	27	Drifton [1]	138	ville.
		34	Aucilla	131	
	E	41	Greenville (*Madison Co.*)	124	

[1] Connects with branch to Monticello, four miles, and then with branch of Savannah, Florida & Western Railroad to Sunny Hill, twelve miles, and Thomasville, Ga., twenty miles.

Lafayette County.

Area, 940 sq. m.—Lat. 29° 20′ to 30° 15′ N.—Long. 82° 50′ to 83° 22′ W.—Population (1890), 3,669.—Pop. (1880), 2,441.—Assessed valuation (1888), $562,818.—County seat, New Troy.

Lafayette County lies along the west bank of the Suwannee River for the whole of its navigable course, its natural facilities for transportation being excellent. The river is navigable for steamboats to New Branford, where the Savannah, Florida & Western Railway touches the eastern bank of the river, affording communication by rail with Gainesville, Lake City, and Live Oak, and the great trunk lines of railway. The soil is sandy, underlaid with clay, and there is much excellent hammock land as yet unoccupied. The southern extremity of the county is within ten miles of


LAFAYETTE COUNTY
SCALE OF MILES
0 5 10
N
MADISON
TAYLOR
SUWANNEE
LEVY
ALACHUA
GULF OF MEXICO
Forest
Irvines Ferry
Mayo
NEW TROY
S. F. & W. R.R.
New Branford
Steinhatchee
Steinhatchee R.
NATURAL BRIDGE
Hatch's Bend
Fayetteville
McCrab
R.
Red Sulphur Spr.
Old Town
Suwannee
3
4
5
6
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9
10
11
12
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13
14

Cedar Keys, the Gulf terminus of the Florida Central & Peninsular Railway.

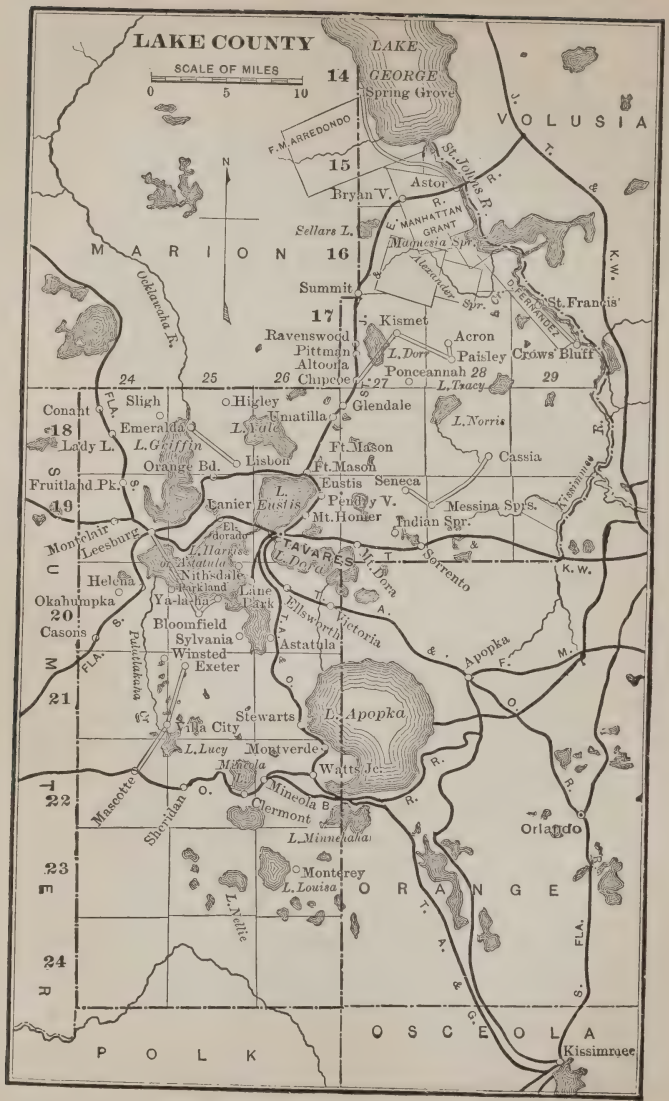
The Gulf coast of Lafayette County is very shallow, and destitute of harbors, save at the mouth of the Suwannee and Steinhatchee Rivers, where small vessels may find shelter and anchorage. The fishing is excellent in the rivers and along the coast.

Game of all kinds is very abundant in the heavily wooded and sparsely populated region that covers the whole county a few miles back from the river.

Lake County.

Area, 1,100 sq. m.—Lat. 28° 20′ to 28° 55′ N.—Long. 81° 15′ to 81° 55′ W.—Population (1890), 8,020. Organized in 1887, no census.—Assessed valuation (1888), $3,724,116.—Highest elevation, 500 ft.—County seat, Tavares.

Lake County was formed in 1887 by an act of the State Legislature uniting portions of the adjoining counties (Orange and Sumter). It is among the most beautiful of the inland counties, owing to the picturesque groups of lakes from which it takes its name, and which cover nearly one-sixth of its surface. The larger members of the group are known as Lakes Harris, Eustis, Griffen, Dunham, Dora, Yale, Minnehaha, Mineola, and Apopka, the last named lying partly within the borders of Orange County. Besides these there are small lakes, almost without number, and abundant flowing streams. That the county is nearly on the "divide" of the Floridian Peninsula is evident from the fact that streams flowing through its territory find their way to the ocean through the three widely divergent channels of the St. John's, the Withlacoochee, and the Kissimmee, the first named falling into the Atlantic near the northern boundary of the State, while the others reach the Gulf of Mexico, through Lake Okeechobee and the Everglades. In point of fact, the highest elevations in the State, nearly five hundred feet above tide-water, are found in this county. The approaches, however, are so gradual that only the surveyor's level can demonstrate the constant rise. The larger lakes are all navigable for small steamers, and as some of them are connected


LAKE COUNTY
SCALE OF MILES
0 5 10
LAKE GEORGE
Spring Grove
VOLUSIA
F. M. ARREDONDO
St. Johns R.
Bryan V.
Astor
J. T. & K. W.
MANHATTAN GRANT
Sellars L.
Magnesia Spr.
MARION
Alexander Spr.
Summit
St. Francis
Kismet
Ravenswood
Pittman
Altoona
Acron
Paisley
Crows Bluff
L. Dora
Ponceannah
L. Tracy
Clipper
Glendale
Sligh
Higley
Umatilla
L. Norris
Conant
Emeralda
L. Griffin
Lady L.
Orange Bd.
Lisbon
Ft. Mason
Cassia
Fruitland Pk.
Eustis
Seneca
Lanier
Perry V.
Messina Sprs.
Mt. Homer
Indian Spr.
Monrelair
Leesburg
Eldorado
TAVARES
Mt. Dora
Sorrento
Helena
Nithsdale
Parkland
Okahumpka
Ya-la-ha
Lane Park
Ellsworth
Victoria
Casons
Bloomfield
Sylvania
Astatula
Winsted
Exeter
Apopka
Stewarts
L. Apopka
Villa City
L. Lucy
Montverde
Minneola
Clermont
Orlando
L. Minnehaha
Monterey
L. Louisa
L. Nellie
ORANGE
OSCEOLA
Kissimmee
POLK
Ocklawaha R.
Palatlakaha R.
Mascotte
Sherrilan
FLA. S.
T. A. & G.

by natural or artificial waterways quite an extensive and varied system of navigation exists.

The Jacksonville, Tampa & Key West Railway system, through the Florida Southern Railway Company, affords abundant transportation facilities, and there are besides the Tavares, Atlantic & Gulf, and the Orange Belt Railways. These lines intersect in all directions, skirting the lake shores and rendering all parts of the county easily accessible. Other branch roads are contemplated, notwithstanding the multiplicity, for Lake County is one of the richest orange-growing counties in the State, and it has been abundantly proven that, to be profitable an orange grove must be within a very few miles of a railroad.

The St. John's & Lake Eustis Division of the Florida Southern Railway (J., T. & K. W. system) enters the county at Astor (forty-two miles from Palatka) after crossing the St. John's River. The stations are:

		0	Astor	25	
		4	Bryansville	21	N
		6	Cummings	19	∧
		7	Sellar's Lake	18	
Dist. fr. Astor.		12	Summit	13	Dist. fr. Fort Mason.
		15	Ravenswood	10	
		16	Pittman	9	
		18	Altoona	7	
	V	20	Glendale	5	
	S	21	Umatilla	4	
		25	Fort Mason [1]	0	

[1] Connects with branches to Tavares and Leesburg (see below).

Connections with the foregoing at Fort Mason (sixty-seven miles from Palatka). This line is U-shaped, curving around the north shore of Lake Eustis. The stations are:

		0	Leesburg [1]	23	
		1	Grandview	22	NE
		2	Belle'reva	21	&
		5	Laniers	18	SW
		6	Tilson	17	∧
		7	Orange Bend	16	
Dist. fr. Leesburg.		8	Lisbon	15	Dist. fr. Lane Park.
		10	Lancaster	12	
		11	Grand Island	11	
	V	14	Fort Mason [2]	9	
	NE	16	Eustis	7	
	&	17	Mt. Homer	6	
	SW	20	Tavares [3]	3	
		23	Lane Park	0	

[1] Connects with J., T. & K. W. system to Pemberton Ferry, etc., and to Ocala, etc. (see p. 48). Also with F. C. & P., Southern Division (see p. 48).
[2] Connects with J., T. & K. W. branch to Astor (see above).
[3] Connects with J., T. & K. W. branch to Sanford (see p. 48).

The main line Florida Southern Railway (J., T. & K. W. system), from Ocala, Marion County, and beyond, has stations within and near the county as follows:

Dist. fr. Ocala.					Dist. fr. Brooksville.
		21	South Lake Weir (*Marion Co.*)	53	
		24	Conant	50	N
		26	Lady Lake	48	∧
		29	Chetwynd	45	|
		30	Fruitland Park	44	|
		34	Leesburg [1]	40	|
		36	Corleys	38	|
		38	Helena	36	|
	V	39	Okahumpka	35	|
	S	44	Casons	30	|
		48	Centre Hill (*Sumter Co.*)	26	

[1] Connects with J., T. & K. W. to Fort Mason (see p. 47); F. C. & P. to Wildwood (see below); and Lake Griffin steamboats. For continuation of this line, see p. 63.

The Sanford & Lake Eustis Railway (J., T. & K. W. system), from Sanford to Tavares, has the following stations near and within the county:

Dist. fr. Sanford.					Dist. fr. Tavares.
		8	Markham	21	E
		11	Ethel	18	∧
		16	Wayland	13	|
	V	19	Sorrento	10	|
	W	24	Mt. Dora	5	|
		29	Tavares	0	

The Southern Division F. C. & P. enters the county from Sumter County on the west. The stations adjacent to and within the county are:

Dist. fr. Wildwood.					Dist. fr. Tavares.
		5	Bamboo (*Sumter Co.*)	17	N
		9	Montclair	13	∧
		11	Leesburg [1]	11	|
	V	14	Sadie	8	|
	S	15	Eldorado	7	|
		22	Tavares [2]	0	

[1] Connects with J., T. & K. W. system (see p. 47).
[2] Connects with J., T. & K. W. system (see p. 47).

The Tavares, Orlando & Atlantic Railroad has stations as follows within and adjacent to the county:

Dist. fr. Tavares.					Dist. fr. Orlando.
		0	Tavares [1]	32	N
		4	Ellsworth	28	∧
	V	8	Victoria	24	|
	S	10	Gainsboro (*Orange Co.*)	22	|

[1] Connects with J., T. & K. W. system (see p. 47), and F. C. & P. (see above).

The Tavares, Apopka & Gulf Railroad has stations as follows:

		0	Tavares [1]	29	
		3	Ellsworth	25	N
		8	Astatula	20	∧
Dist. fr. Tavares.		15	West Apopka	14	Dist. fr. Clermont.
	V	20	Montverde	9	
	S	23	Watts Jc.	6	
		27	Mineola	2	
		29	Clermont	0	

[1] Connects with J., T. & K. W.; Tav., Or. & Atlantic; and F. C. & P. (see p. 48).

The Orange Belt Railroad from St. Petersburg, on Tampa Bay, to Monroe, Orange County, has stations near to and within the county as follows:

		92	Cedar Hammock (*Sumter Co.*)	57	
		98	Mascotte	51	W
Dist. fr. St. Petersburg.		102	Sheridan	47	∧ Dist. fr. Monroe.
		107	Clermont [1]	42	
	V	109	Mineola	40	
	E	110	Mohawk	39	
		116	Killarney (*Orange Co.*)	33	

[1] Connects with Tavares, Apopka & Gulf Railroad (see above).

Lee County.

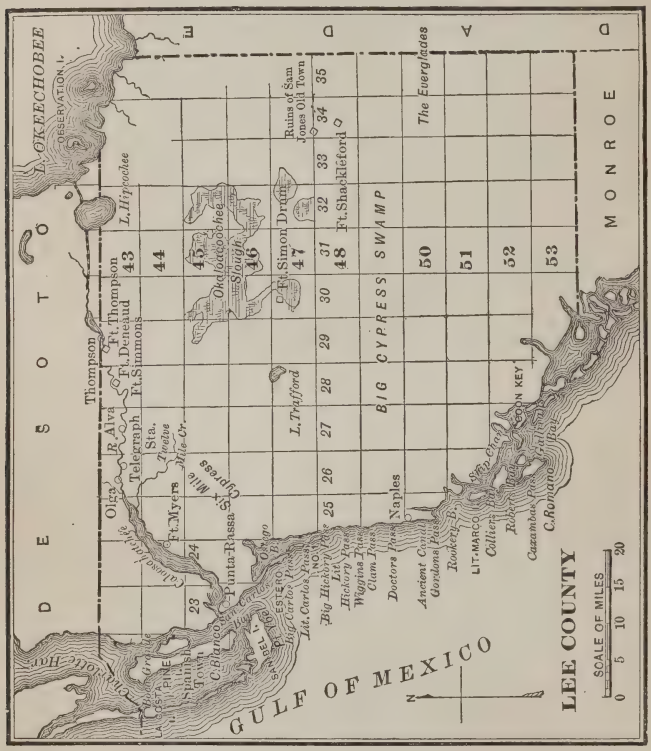
Area, 1,800 sq. m.—Lat. 25° 50′ to 26° 58′ N.—Long. 81° 40′ to 82° 5′ W.—Population (1890), 1,413.—Assessed valuation (1888), $875,834.—County seat, Myers.

Lee County was formed by act of Legislature in 1887 out of Monroe County. By a popular vote of the inhabitants it was named after General Robert E. Lee, the Confederate leader. Like the adjacent counties of Dade on the east, De Soto on the north, and Monroe on the south, it still is a wilderness, mainly forest, but opening toward the west into the vast level savannas and everglades bordering upon Lake Okeechobee. The fact that until 1887 the county seat (Key West) was one hundred and eighty-five miles from the northern limit of the county gives an idea of the "magnificent distances" of this region. Fort Myers, or Myers as it is now called, is the present county seat.

There are as yet no railroads in this county, the nearest terminus being at Punta Gorda, about nine miles north of the boundary line. Access from that point is easy by means

of steamboats which run down the coast to Naples, and up the Caloosahatchee River.

The Gulf coast is well provided with harbors in San Carlos Bay, Charlotte Harbor, and Ostego Bay.



The Caloosahatchee River is the most important of the watercourses, finding its source in Lake Okeechobee and flowing in a southwesterly direction to the Gulf. For twenty-three miles from the mouth it averages more than a mile in width and is navigable for vessels drawing about seven feet. Above this point it narrows, to about one hundred and

seventy-five feet, becomes deeper, with banks sometimes ten to twenty feet high and clothed with a dense growth of virgin forest. The Disston Land Company has straightened and deepened the channels connecting with the great lake, so that now small steamers can go through to and from the Kissimmee River, crossing Lake Okeechobee.

The county in general is flat and low, averaging some thirty feet above tide-water. The soil is well adapted to vegetables, oranges, pineapples, sugar-cane, and all the tropical fruits. The lands bordering the Upper Caloosahatchee are largely vegetable mould, several feet in depth, and even in the pine lands muck-ponds are found at short intervals, affording valuable manure. Considerable quantities of egg-plants and tomatoes are shipped to the North in January and February, and the strawberry, which ripens here in January, is already an important crop.

Stock raising is the most important interest of Lee County, and from Punta Rassa, at the mouth of the Caloosahatchee, the annual shipments to Cuba number about 10,000 head.

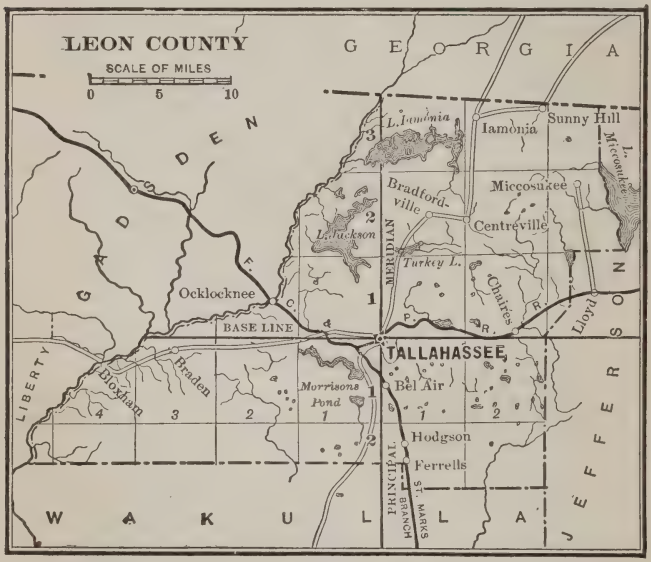
Leon County.

Area, 900 sq. m.—Lat. 30° 15′ to 30° 41′ N.—Long. 84° to 84° 55′ W.—Population (1890), 17,735.—Pop. (1880), 19,662.—Assessed valuation (1888), $2,006,413.—Elevation, 250 feet, near Tallahassee.—County seat, Tallahassee.

Leon County is one of the oldest and most prosperous in the State. To the stranger approaching from the generally level country to the eastward it presents a pleasing variety of landscape, with its wooded hills and picturesque valleys, its hard clay roads, its groves of magnolia and live-oak, and the extensive plantations of cotton, sugar-cane, tobacco, and grain. Pears, peaches, and grapes are profitable crops and easily cultivated.

The soil is clay and sand, the sand predominating in what are known as "gray hammocks" while in the rich lands or "veritable hammocks," as they are locally termed, red clay predominates and forms a permanently rich and practically inexhaustible soil, suitable for almost all agricultural pur-

poses. Beneath this, at a depth of eight or ten feet, is a bed of limestone, through which run subterranean rivers, and in which are formed the remarkable "sinks" that are among the natural curiosities of the region. As a grazing country Leon County is noted all over this part of the State. There are several kinds of native grass, which grow with great luxuriance, and are apparently quite as good for dairy stock as any of the standard Northern grasses. Among these



are the Bermuda grass, "crab grass," "crow's foot," and "beggar weed." The last named is a leguminous plant which springs up without seeding on almost all cultivated land, after the usual market crop has been harvested. It possesses excellent fattening qualities, and if not used for pasturage forms a fertilizing crop which returns to the surface soil an abundant supply of excellent manure. The other kinds of grass make good hay when harvested and cured. All kinds of live stock eat them with avidity, and thrive as well as on the Northern varieties.

During the existence of negro slavery, Leon County was mainly occupied by large planters, whose estates covered thousands of acres, and whose wealth enabled them to live in true baronial style. Their crops of cotton and tobacco were hauled to the St. Mark's River and shipped thence to the markets of the world. Tallahassee, the capital of the State and the county seat, was the social centre of this life and still retains many of its former characteristics. The great plantations are now largely subdivided and sold or let to small tenants, and the productive energies of the county are adjusting themselves to the new order of things.

There are several large lakes within the borders of the county, all of which afford excellent sport for the fisherman, and to the southward, within easy reach, is an almost unbroken wilderness, reaching to the Gulf of Mexico, where there is an abundance of game.

The eastern part of the county is drained by the St. Mark's River (see p. 98) and the western part by the Ocklockonee. Neither of these streams is navigable within the limits of Leon County.

The Western Division F. C. & P. crosses the county from east to west, with stations in and near the county as follows:

		147	Lloyds (*Jefferson Co.*)	61	
Dist. fr. Jackson-ville.		153	Chaires	55	Dist. fr. River Jc.
	V	165	Tallahassee [1]	43	
	W	174	Ocklockonee	34	
		177	Midway (*Gadsden Co.*)	31	

[1] Connects with St. Mark's Branch F. R. & N. (see below). For continuation east see p. 43; west, see p. 32.

The St. Mark's Branch F. C. & P. south from Tallahassee. Stations are:

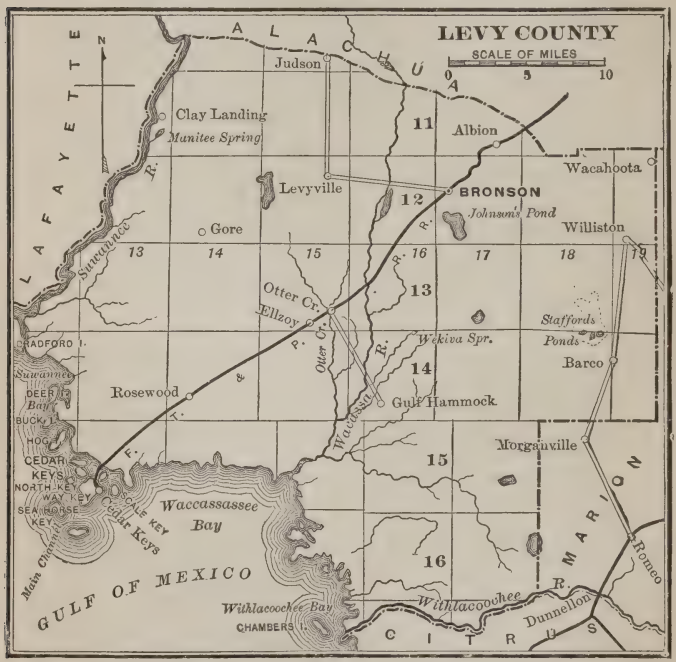
		0	Tallahassee [1]	21	
Dist. fr. Talla-hassee.		4	Belair	17	Dist. fr. St. Mark's.
	V	16	Wakulla (*Wakulla Co.*)	5	
	S	21	St. Mark's (*Wakulla Co.*)	0	

[1] Connects with Western Division F. C. & P. (see above).

Levy County.

Area, 940 sq. m.—Lat. 29° to 29° 35′ N.—Long. 82° 22′ to 83° 5′ W.—Population (1890), 6,575.—Registered vote, 1,540.—Pop. (1880), 5,767.—Assessed valuation (1888), $1,101,369.—Elevation, 120 ft., near Bronson.—County seat, Bronson.

Levy County was organized in 1850, and named after a leading politician of that day, who soon afterward changed



his name to Yulee. He was a senator of the United States and prominent in the movement for secession.

A large proportion of the land in Levy County is undulating pine forest with a sandy soil more or less mixed with loam and underlaid with limestone. It is well adapted for the cultivation of fruits and vegetables. The whole county

is well within the latitude adapted for orange culture. The Suwannee River forms the northwestern boundary, and is navigable for river steamers, as is the Withlacoochee, which forms the southeastern boundary. Midway between these two is the Wacassassa River, navigable for small boats, and penetrating what is known as the Gulf Hammock, a rich, fertile tract capable of producing all the farm crops in great abundance.

The coast is well provided with harbors for small craft, and at Cedar Key vessels of considerable size can find shelter and secure anchorage.

The best oysters on the Gulf Coast are found in this vicinity and are shipped in large quantities to other parts of the State.

The Cedar Key Division F. C. & P. enters the county from the northeast. Its stations near and within the county are :

		29....Archer (*Alachua Co.*)	41	
		38....Bronson	32	NE
Dist. fr. Waldo.		50....Otter Creek	20	Dist. fr. Cedar Key.
	SW	51....Ellzey	19	
		60....Rosewood	10	
		70....Cedar Key	0	

Connects at Gainesville with J., T. & K. W. system, and with F. C. & P. (see pp. 4 and 5).

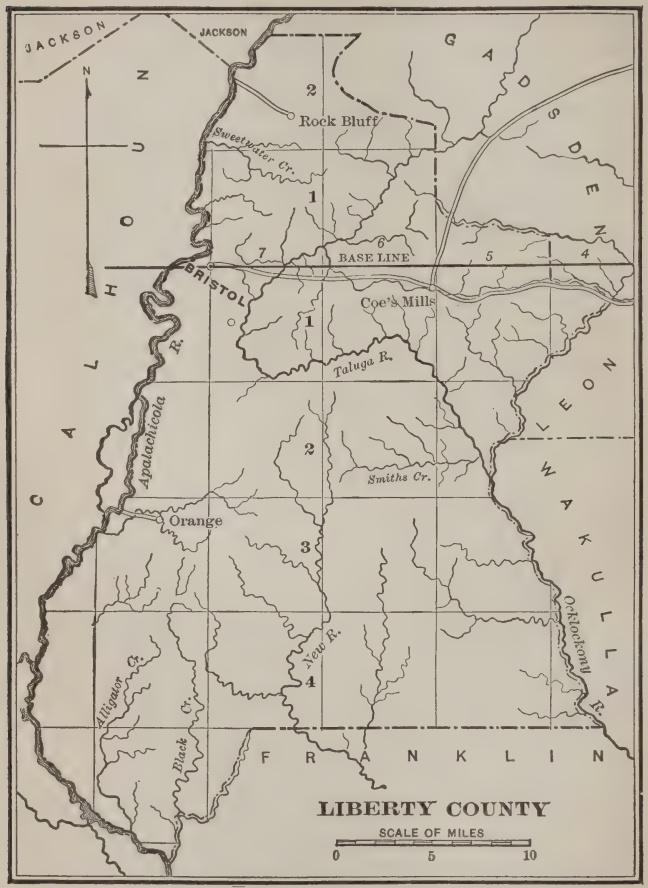
Liberty County.

Area, 800 sq. m.—Lat. 30° to 30° 40′ N.—Long. 84° 40′ to 85° 10′ W.—Population (1890), 1,499.—Pop. (1880), 1,362.—Assessed valuation (1888), $238,012.—County seat, Bristol.

Liberty County lies between the Apalachicola River on the west and the Ocklockonee River on the east. The land is for the most part second and third class pine, with a sandy soil underlaid with clay. Oranges are successfully cultivated, and the rivers and lakes abound with fish, but the principal industry is stock-raising, for which the open pine-woods are admirably suited. No railroads have as yet penetrated the county, but the Apalachicola River affords steamboat communication with the Gulf of Mexico and with the Florida Central & Peninsula Railroad at River Junction.

Bristol, the county seat, has a population of about three

hundred souls. In the middle of the county are a number of small lakes from one to five miles in length. Taluga

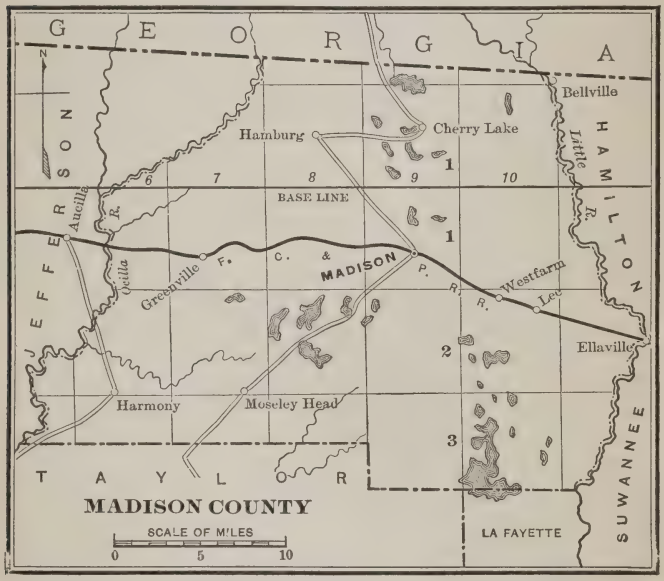


River, a tributary of the Ocklockonee, and New River, flowing directly to the Gulf of Mexico, drain the central portion of the county.

Madison County.

Area, 650 sq. m.—Lat. 30° 12′ to 30° 38′ N.—Long. 83° 10′ to 83° 50′ W.—Population (1890), 14,288.—Pop. (1880), 14,798.—Assessed valuation (1888), $1,500,100.—County seat, Madison.

The eastern half of Madison County is mainly pine land, and the western is largely hammock of good quality. The natural division between these two tracts runs irregularly



north and south. A clay subsoil underlies the whole region, farther below the surface among the pines than among the hammocks. In both divisions the soil is productive and so well adapted to the cultivation of Sea Island cotton that one of the largest manufacturing houses in the world has established a factory at Madison, the county seat. It is claimed that nearly one-twelfth of the entire long staple cotton crop of the world is grown in Madison County. The climate can hardly be considered semi-tropical, but the Gulf of Mexico

is near enough to prevent destructive frosts, the nights are generally cool, and the temperature rarely rises above ninety degrees in summer, and the health of the settled portions of the county is exceptionally good. Figs and grapes are among the most prolific of the fruit crops. Fig-trees grow without cultivation, reaching in a few years a height of fifteen to twenty feet, and bearing abundantly. Grapes are raised in large quantities, including the native scuppernong, and foreign varieties, including the black Hamburg, and the wine-producing industry has aleady reached respectable proportions. Le Conte pears have been introduced within a few years, and with peaches can be ripened for the Northern markets long before similar fruits come to perfection in higher latitudes.

The Suwannee and Aucilla Rivers with their tributaries drain the county, affording abundant water and numerous mill-sites. In the extreme southern portion, and extending into the neighboring counties of Taylor and Lafayette, is a great swamp, known as San Pedro Bay. It has never been explored beyond a short distance along the edges. The whole tract, save occasional ridges and islands, is under water, and four considerable streams flow outward in different directions. These are the Finholloway and the Econfenee on the west, and the Spring Warrior and Steinhatchee on the east. The "bay" is a noted retreat for large game, including deer, bear, panthers, and wolves. It is no trifling matter to hunt in this region, but with competent guides good sport may be anticipated.

The Western Division F. C. & P. bisects the county, crossing it from east to west, with stations at:

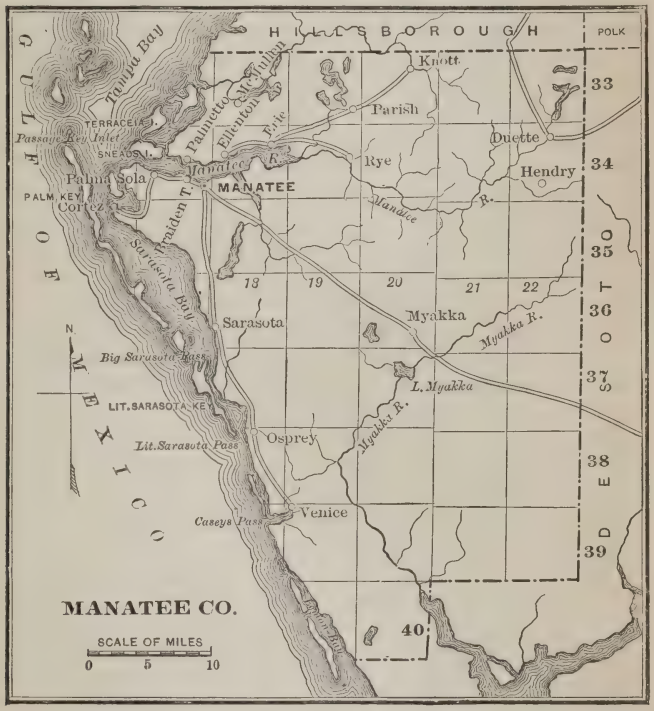
		94	Bucki Jc. (*Suwannee Co.*)	113		
		95	Ellaville	112	E	
Dist. fr. Jackson-ville.		103	Lees	104	∧	Dist. fr. River Jc.
	V	105	West Farm	102		
	W	110	Madison	97		
		124	Greenville	83		
		131	Aucilla (*Jefferson Co.*)	76		

For continuation east to Jacksonville, see p. 91; west to Tallahassee, Pensacola, etc., see p. 43.

Manatee County.

Area, 1,330 sq. m.—Lat. 26° 56′ to 27° 38′ N.—Long. 82° to 82° 50′ W.—Population (1890), 2,899.—Pop. (1880), 3,544.—Assessed valuation (1888), $1,257,922.40. —County seat, Manatee.

Manatee County takes its name from the manatee, or sea-cow, an animal formerly abundant along the coasts of Flor-



ida, but now nearly extinct (see p. 218). Lying mainly between the twenty-seventh and twenty-eighth parallels of latitude, it is semi-tropical in all its climatic characteristics, and being on the coast its range of temperature is still further modified by the equalizing influence of the Gulf.

Without prejudice to other sections it may be said that the county contains a greater area of strictly arable land than any other county south of the twenty-eighth parallel. There is a great variety of soil ranging from rich hammocks to worthless swamps, but the greater part is pine land capable of more or less successful cultivation according to location. Some excellent farms have been opened in the flat woods, and crops can be grown out of doors the whole year round. The prairie lands, of which there are tens of thousands of acres, are believed to be productive, but at latest advices no considerable attempt has been made to cultivate them.

The garden section of the county is along the Manatee River, which is bordered by some of the richest hammock land in the State, and smaller hammocks and "bays" exist all through the piney region.

Early vegetables for the Northern markets are cultivated with great success.

The coast extends from Tampa Bay on the north to the headwaters of Charlotte Harbor on the south. It includes the mouth of the Manatee River and Sarasota Bay with its outlying keys, and affords an unsurpassed cruising-ground for pleasure craft suited to the navigation of these shallow waters. Fish, oysters, and turtle abound, the tarpon may be caught with the rod, and the devil-fish may be harpooned out in the Gulf. The keys are many of them quite high and well adapted for residence and the cultivation of the more tender sub-tropical fruits.

The nearest railway connections are at Tampa, and St. Petersburg on the north and Punta Gorda on the south, with which points there is constant communication by coasting steamers running to the river towns on Manatee and Sarasota Bay.

The county is a great cattle range, with its principal shipping point at Charlotte Harbor (see Route 81). The fishing is good in all the lakes and streams as well as along the coast, and deer are found within a few miles of any of the settlements. The Manatee and the Myakka Rivers are navigable for small boats far up into the interior, and these afford the

easiest access to the best hunting-grounds, since camp equipage can be more easily carried by boat than by any other means of transportation.

Marion County.

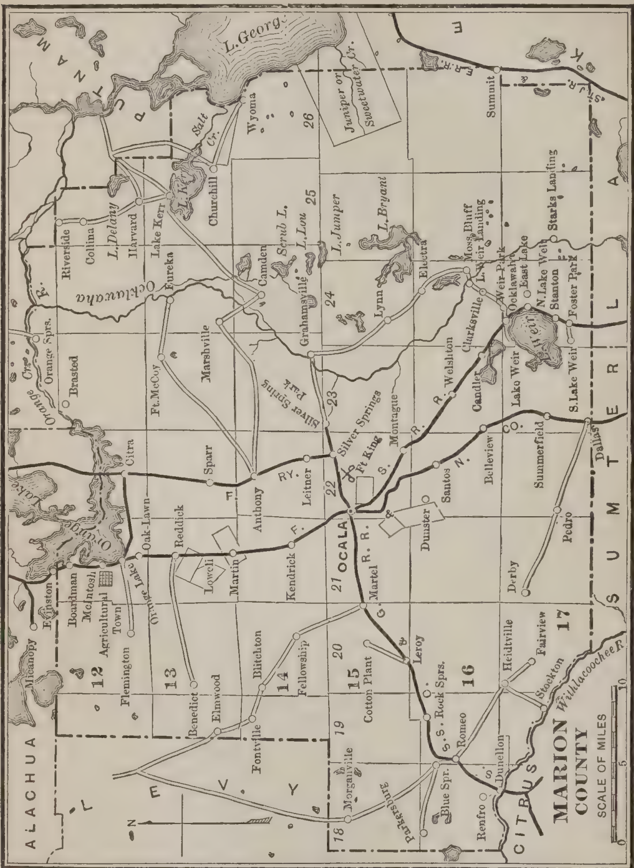
Area, 1,557 sq. m.—Lat. 28° 55′ to 29° 30′ N.—Long. 81° 35′ to 82° 32′ W.—Population (1890), 20,783.—Pop. (1880), 13,046.—Assessed valuation (1888), $4,222,200.—County seat, Ocala.

Marion County lies on the central ridge of the Florida Peninsula, the natural drainage being toward the Atlantic on the east, and toward the Gulf of Mexico on the west. The extent from north to south is thirty-eight miles, from east to west fifty-four miles, and it is one of the richest orange-growing counties in the State, possessing besides some of the most attractive natural scenery and many of the most popular winter resorts.

The land is divided into the usual grades of hammock, first, second, and third class pine and scrub, the last named, however, being confined almost wholly to the townships lying east of the Ocklawaha River, omitting, however, the bend of the stream from Moss Bluff to Eaton, where there are high rolling hills and excellent soil. The rest of the county is very attractive, even to one who sees it only from a passing train. The gently swelling hills clothed with open woods, and often carpeted with green grass, suggest, even in midwinter, some of the most beautiful parts of the North. There is an almost total absence of the scrub palmetto, with which the traveller becomes so familiar as the almost ever-present undergrowth of the pine forests, and while there are wide reaches of inferior pine barrens, the general impression conveyed is of a naturally rich and productive country. The native growth of wild orange-trees suggested grafting to the first settlers, and the result has been some of the finest groves in the State, or even in the world. In 1889 valuable phosphate beds were discovered in the southwestern part of the county. Their extent is not definitely determined.

Of veritable high hammock land it is estimated that Marion County contains nearly one hundred thousand acres,

covered with a rich and practically inexhaustible vegetable mould. These lands were under cultivation by the aborig-



inal races long before Europeans came, and here the Seminoles made their most resolute stand against the United States forces during the war that resulted practically in their extermination or expulsion.

Orange Lake, Lake Weir, Lake Kerr, Lake Bryant, and countless smaller bodies of water are within the borders of the county, and Lake George, forming part of the St. John's River, touches its eastern boundary. The Ocklawaha River runs across the county from south to north, navigable for the entire distance. To this stream are tributary, Silver Spring Run, navigable to its source, and Orange Creek, the outlet of Orange Lake. The Withlacoochee River defines the southwestern boundary, with Blue River, a wonderfully beautiful "spring run" as a tributary.

The main line of the Florida Southern Railway (J., T. & K. W. system) enters the county from Palatka, etc., on the north. The stations near and within the county are:

		45...	Micanopy Jc. (*Alachua Co.*)	101	
		47....	Boardman	99	N
		49....	McIntosh	97	∧
		52....	Lochbie	94	|
		55....	Oak Lawn [1]	91	|
		57...	Reddick	89	|
		63....	Martin	83	|
Dist. fr. Palatka.		70....	F. C. & P. Crossing	76	Dist. fr. Brooksville
		72....	Ocala [2]	74	|
		82....	Welshton	64	|
		85....	Candler	61	|
		88....	Oklawaha	58	|
	V	89 ...	Weir Park	57	|
	S	93....	South Lake Weir	53	|
		96....	Conant (*Lake Co.*)	50	

[1] Branch east to Citra, 6 m. (see below).
[2] Connects with Silver Spring, Ocala & Gulf Railway (see p. 64), and Southern Division F. C. & P. (see below).
For continuation south, see p. 48; north, see p. 4.

The Southern Division F. C. & P. crosses the outlet of Orange Lake from Alachua County on the north. Its stations in and near Marion County are:

		111....	Citra [1]	67	
		117....	Sparrs	61	N
		120....	Anthony	58	∧
		124....	Spring Park	54	|
Dist. fr. Fernandina.		126....	Silver Spring Jc. [2]	52	Dist. fr. Tavares.
		130....	Ocala [3]	48	|
	V	141 ...	Belleview	37	|
	S	146 ...	Summerfield	32	|
		151....	Oxford (*Sumter Co.*)	27	

[1] Branch west to Oak Lawn, 6 m. (see above).
[2] Branch west to Silver Spring, 1 m.
[3] Connects with J., T. & K. W. system (above); Silver Spring, Ocala & Gulf Railway to Homosassa (see p. 64).

The Silver Spring, Ocala & Gulf Railroad runs southwest from Ocala. Its stations in and near the county are:

	0	Ocala [1]	48	
	3	Agnew	45	NE
	8	Martel	40	∧
Dist. fr. Ocala.	13½	Leroy	34½	Dist. fr. Homassa.
∨	20½	Blue Spring / Juliette	27½	∣
SW	26	Dunellon	22	∣
	34	Citronelle (*Citrus Co.*)	14	

[1] Connects with J., T. & K. W. system, and F. C. & P. (see p. 63).

Monroe County.

Area, land and water, 2,600 sq. m.—Lat. 24° 30′ to 25° 50′ N.—Long. 80° 40′ to 82° 55′ W.—Population (1890), 18,764.—Assessed valuation, $1,408,458.—County seat, Key West.

The county as it exists is far smaller than prior to 1887, when the whole northern portion, now Lee County, was separated for convenience of administration. The population prior to the division was 10,940 (1880).

Nearly one-half of the present county is on the main peninsula of Florida, the most southerly portion of the territory of the United States. The rest comprises the long line of keys and reefs that reach from Cape Florida on the east coast of the peninsula to Key West and the Dry Tortugas in the Gulf of Mexico, a distance of about one hundred and forty miles. The peninsula section is almost uninhabited, and has been only partially surveyed, owing to the nature of the country, which has not yet proved inviting to settlers, save hunters or fishermen. The northern and western part of this tract is more or less available as a cattle range, but toward the coast innumerable bayous wind in and out, forming a labyrinth known as the Ten Thousand Islands. This region has been partially mapped by the United States Coast Survey. It affords an attractive cruising-ground for sportsmen provided with small boats. The more important part comprises the chain of keys or islands, almost wholly composed of coralline rock, which sweeps in a grand curve around the end of the peninsular and forms the northern bank of the Gulf stream, at its very source.

Monroe County lies between the twenty-fourth and twenty

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Couch Town
KEY
VACCAS


MONROE COUNTY
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GULF OF MEXICO
BAY OF FLORIDA
MONROE
DADE
C. Sable
Sound
Cards
Black Water Bay
TURTLE HARBOR
Light House
CARYSFORT REEF
OYSTER KEYS
SANDY KEY
JONES KEY
SHELL KEY
RABBIT KEY
CENTRE KEY
MUD KEYS
CHARLES KEY
LIGNUM VITAE KEY
SHELL I.
BARNES SOUND
Largo
RODRIGUEZ KEY
DOVE KEY
LONG I.
THE ELBOW
GRECIAN SHOALS
FRENCH REEF
BICKLES REEF
WINDLAS I.
CROCKERS REEF
UPPER MATECUMBE I.
LOWER MATECUMBE KEY
ALLIGATOR REEF
Light House
LONG KEY
DUCK KEY
GRASSY KEY
FAT DEER KEYS
KEY VACAS
Conch Town
BOOT KEY
MOLASSES KEY
Light House
BAHIA HONDA
EAST BAHIA HONDA
FLAT KEYS
NO NAME KEY
PRONE KEY
BIG PINE KEY
ANNETTE KEY
SPANISH KEYS
TORCH KEY
RAMROD KEY
CUDJOE KEY
SUMMERLAND KEY
RACCOON KEY
EAGLE KEYS
CONTENT KEYS
SAWYERS KEY
JOHNSTONS KEYS
MALLORY KEYS
SADDLE BUNCH KEY
SUGARLOAF KEY
GEIGERS KEY
KEY LARGO
BOCA CHICA
KEY WEST
STOCK I.
EAST HARBOR KEYS
WEST HARBOR KEY
MUD KEYS
CAYO AGUA
EAST CRAWFISH KEY
WOMANS KEY
MAN KEY
KEY B
MARQUESAS KEYS
L.H.
Main Ship Channel
American Shoal
L.H.
Saddle Bunch Har.
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sixth parallels of latitude. Frost is unknown within its borders, its vegetation is strictly tropical, and its climate milder than any other part of the Atlantic seaboard.

The keys (Spanish, *cayo*, island) are at once an aid and a menace to navigation. They afford shelter to small craft, but the channels are so tortuous that they are extremely dangerous for large vessels. Coral reefs approach the surface at intervals throughout a wide belt of ocean. As soon as they are built up to within a few feet of the surface mangroves take root and in a few years the foundation is laid for a new island.

Key West (see p. 323), is the only large city in the county, and the only point to and from which there is at present any regular means of access. Railroads there are none, except tramways at Key West, but the possibility of a southern terminus for a line down the eastern coast of the peninsula is in contemplation, Turtle Harbor being regarded as the most favorable locality. It has even been seriously suggested that a line carried on trestles from key to key is not beyond the resources of modern engineering.

Several lines of ocean steamers touch regularly at Key West, and there are mail packets once a week thence to Biscayne Bay and the intermediate Keys.

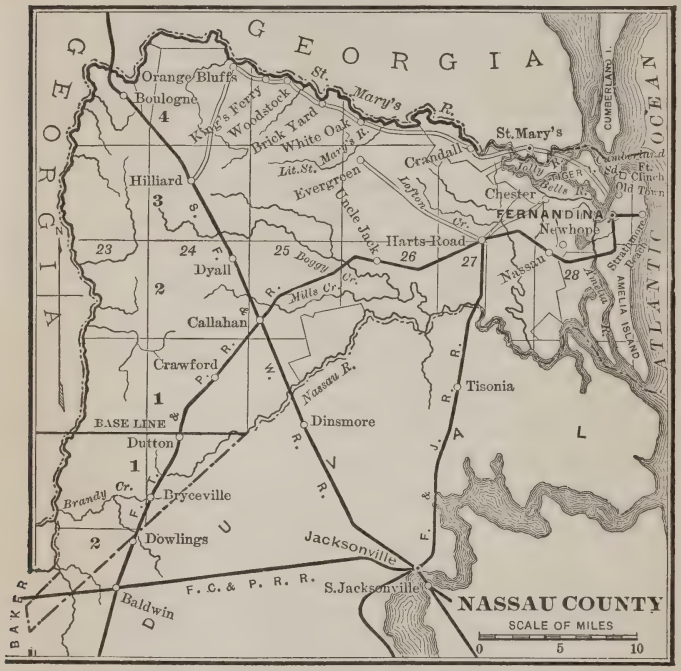
Nassau County.

Area, 600 sq. m.—Lat. 30° 15′ to 30° 45′ N.—Long. 81° 26′ to 82° 5′ W.—Population (1890), 8,293.—Pop. (1880), 6,635.—Assessed valuation (1888), $2,564,351.—Highest elevation, 25 to 30 feet.—County seat, Fernandina. See p. 127.

Nassau County, named by its early settlers after William, Prince of Nassau, is the northeastern county of Florida. Its northern and western boundary is defined by the St. Mary's River, separating it from Georgia, and navigable for steamboats as far as Trader's Hill, thirty miles from the sea. The Nassau River, with its affluent, Thomas Creek, forms nearly the whole of its southern boundary.

The soil varies from the clays and marls of the river-bottoms to sandy loam and sand near the coast and among the

pines of the interior. The immediate sea-coast is formed by Amelia Island. It is covered with calcareous sand and is one of the islands where the famous long staple sea-island cotton originated. Similar soil is found along some of the sea-coast rivers, often in connection with what are known as



"fresh marsh and black rush lands," which are considered very valuable for gardening.

Corn, cotton, and oats are the principal commercial products, and early vegetables, strawberries, and melons are successfully raised for the Northern markets. Many of the semi-tropical fruits can be grown, but not with sufficient certainty to make them profitable crops.

The Savannah, Florida & Western Railroad, the main ave-

nue of commerce between Florida and the North, enters the county at the northwestern angle, running in a southeasterly direction to Jacksonville, in Duval, the adjacent county. Stations near and within the county are :

		35	Folkston (*Georgia*)	41	
		40	Boulogne	36	NW
Dist. fr. Way Cross.		46	Hilliard	30	∧
	∨	56	Callahan [1]	20	|
	SW	64	Dinsmore (*Duval Co.*)	12	|
		76	Jacksonville [2] (*Duval Co.*)	0	Dist. fr. Jacksonville.

[1] Crosses F. R. & N., Southern Division (see below).
[2] Connects with J., T. & K. W. system F. C. & P. (see pp. 25 and 26) ; Jacksonville, Mayport & Pablo Railway (see p. 26). Also with ocean steamers to the North, St. John's River steamboats.

The Southern Division F. C. & P. (Fernandina to Orlando) has the following stations in and near the county :

		0	Fernandina [1]	47	
		11	Hart's Road Jc. [2]	36	NE
Dist. fr. Fernandina.		19	Italia	28	∧
		27	Callahan [3]	20	|
		32	Crawford	15	|
	∨	37	Dutton	10	|
	SW	41	Brandy Branch	6	|
		47	Baldwin [4] (*Duval Co.*)	0	Dist. fr. Baldwin.

[1] Connects with ocean steamers.
[2] Connects with Jacksonville & Fernandina Branch F. R. & N. (see below).
[3] Crosses S. F. & W. Ry., Jacksonville Division (see above).
[4] Connects with Western Division F. C. & P. (see p. 7).

The Jacksonville and Fernandina Division F. C. & P. runs nearly north from Jacksonville to Hart's Road, thence east to Fernandina. Its stations are :

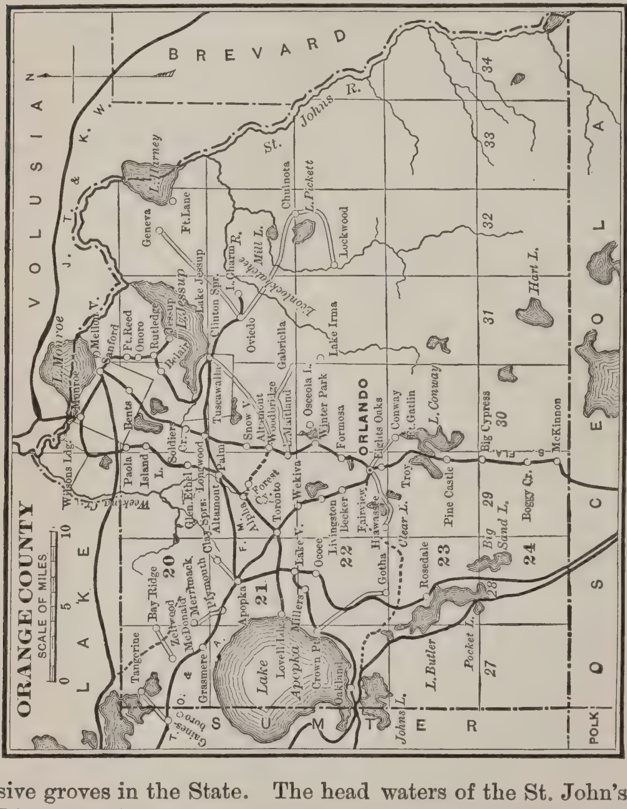
		0	Jacksonville [1]	37	
		5	Jacksonville Jc.	32	S
Dist. fr. Jacksonville.		15	Duval	22	∧
	∨	27	Hart's Road [2]	10	|
	N	37	Fernandina [3]	0	| Dist. fr. Fernandina.

[1] Connects with railroads and steamers out of Jacksonville (see pp. 25 and 26).
[2] Connects with Southern Division F. C. & P. (see above).
[3] Connects with ocean steamers.

Orange County.

Area, 1,250 sq. m.—Lat. 28° 20′ to 28° 52′ N.—Long. 80° 50′ to 81° 40′ W.—Population (1890), 12,579.—Pop. (1880), 6,618.—Assessed valuation, $4,652,573.—County seat, Orlando.

Orange County, as its name implies, is in the central orange belt of the peninsula, and includes some of the most exten-



sive groves in the State. The head waters of the St. John's River form its eastern boundary, and a group of lakes adds greatly to the natural attractions of the region. Lake

Apopka, lying mainly within the western boundary of the county, is second in size only to Okeechobee, and Lakes Monroe, Jessup, Harney, Butler, Conway, Maitland, and many others, range from a few acres up to thousands of acres in extent. Almost without exception the land rises from the water in gently rolling hills, securing immunity from malarial influences and affording unsurpassed sites for homes and for the cultivation of the various crops.

The face of the country is varied and the soil corresponds. There are high and low hammocks, high, medium, and flat pine lands, bay-heads and savannahs, all of which are capable of different uses for the agriculturist and horticulturist. A partial list of the fruits that can be successfully and profitably grown in this county includes oranges, lemons, limes, grape-fruit, shaddock, citron, guava, pineapples, pomegranates, Japanese plums, figs, etc. Rice, sugar-cane, cassava, strawberries, plums, and early vegetables are cultivated with success.

The central and northwestern townships are the most attractive, and contain most of the population. Toward the east and south there are few or no settlements and an abundance of game during the winter months.

The larger lakes and the St. John's River above Lake Monroe are navigable for launches and small craft, but there are at present no regular boats running above Sanford.

The main line of the J., T. & K. W. system enters the county from the north, with stations in and near Orange County as follows:

Dist. fr. Enterprise Jc.	S	0....Enterprise Jc.[1] (*Volusia Co.*).....7	N	Dist. fr. Sanford.
		4....Monroe [2].....3		
		7....Sanford [3].....0		

[1] Connects Indian River Branch J., T. & K. W. system (see p. 97).
[2] Connects Orange Belt Railroad (see p. 70).
[3] Connects South Florida Railway (see p. 70); and Sanford & Indian River Railway (see p. 71).

For continuation of this line north, see p. 97; south, see below and p. 70.

The South Florida Railway, connecting with the J., T. & K. W. system at a station used in common, has stations as follows within and near the county:

Dist. fr. Sanford.

0	Sanford [1]	124
3	Belair	121
5	Lake Mary	119
10	Longwood [2]	114
13	Altamonte Spring	111
15	Maitland	109
18	Winter Park	106
22	Orlando [3]	102
V 27	Pine Castle	97
S 34	McKinnon	90
40	Kissimmee [4] (*Osceola Co.*)	84

N ∧ Dist. fr. Port Tampa.

[1] Connects J., T. & K. W. system (p. 69), and Sanford & Indian River Railway (p. 71), and St. John's River steamboats.
[2] Connects Florida Midland Railway (below).
[3] Connects Tavares, Orlando & Atlantic Railway.
[4] Connects Kissimmee River steamers.

The Orange Belt Railroad, Monroe to Petersburg on Tampa Bay, has stations in and adjacent to the county as follows:

Dist. fr. Monroe.

0	Monroe [1]	149
2	Sylvan Lake	147
4	Paola [2]	145
6	Island Lake	143
9	Glen Ethel	140
11	Groveland	138
12	Palm Springs [3]	137
—	Granada	—
15	Forest City	134
18	Toronto [4]	131
20	Lakeville	129
21	Clarcona [5]	128
24	Millerton	125
26	Crown Point	123
30	Winter Garden	119
V 32	Oakland	117
SW 34	Killarny	115
39	Mohawk (*Sumter Co.*)	110

NE ∧ Dist. fr. St. Petersburg.

[1] Connects J., T. & K. W. system (see p. 69).
[2] Crosses Sanford & Lake Eustis Branch J., T. & K. W. system.
[3] Crosses Florida Midland Railway (see below).
[4] Connects Tavares, Orlando & Atlantic Railway.
[5] Crosses Florida Midland Railway.

For continuation southwest, see p. 87.

The Florida Midland Railway lies wholly within the county. Its stations are:

Dist. fr. Longwood.

0	Longwood [1]	27
3	Palm Springs [2]	24
4	Altamonte	23
6	Lake Brantly	21
8	Fitzville	19
10	East Apopka	17
11	Apopka [3]	16
15	Clarcona [4]	12
18	Villa Nova	9
20	Oconee	7
V 21	Minorville	6
S 23	Gotha	4
27	Englewood	0

N ∧ Dist. fr. Englewood.

[1] Connects J., T. & K. W. system (see p. 69).
[2] Crosses Orange Belt Railway (see above).
[3] Crosses Tavares, Orlando & Atlantic Railway.
[4] Crosses Orange Belt Railway (see above).

The Sanford & Indian River Railroad (S. F. Ry. system), is completed to Lake Charm. The stations are:

Dist. fr. Sanford.			Dist. fr. Lake Charm.
	0	Sanford	19
	2	Speer Grove	17
	3	Fort Reed	16
	3.5	Onoro	15.5
	4	Silver Lake	15
	5	Rutledge	14
	6	Lords	13
	7	Clydes	12
	12	Clifton	7
	14	Tuscawilla	5
	19	Oviedo, Lake Charm	0

N ∧ S ∨

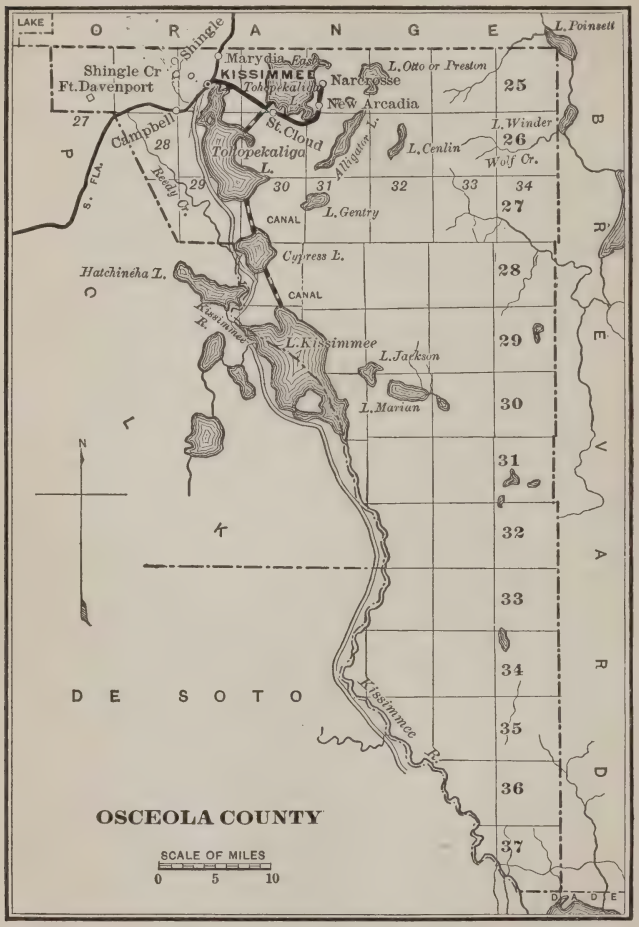
Osceola County.

Area, 2,520 sq. m.—Lat. 27° 10′ to 28° 30′ N.—Long. 80° 50′ to 81° 35′ W.—Population (1890), 3,122.—Assessed valuation (1888), $1,667,895.—County seat, Kissimmee.

Osceola County, named after the famous Seminole Chief, was formed by act of the State Legislature in 1887, from parts of Orange and Brevard Counties. A series of large lakes, Tohopekaliga, Cypress, Hatcheneka, and Kissimmee, connected by canals and natural channels, form the headwaters of the Kissimmee River, flowing southward to Lake Okeechobee, and thence through the Caloosahatchee River to the Gulf of Mexico. This whole system of inland watercourses is navigable to Kissimmee at the head of the chain of lakes. The surface of the country is generally level or slightly rolling, with vast tracts of rich, low-lying prairie land. The soil is especially adapted to the cultivation of vegetables, which can be brought to perfection, in ordinary seasons, in January and February.

The latitude of the northern extremity of the county is 28° 30′, assuring almost entire freedom from frosts and an abundance of grass for stock-raising during the whole year. A large number of cattle, sheep, and swine range the woods without shelter, and are "rounded up" at stated seasons, affording one of the most profitable industries of the county. Large quantities of sugar-cane have been planted on the recently reclaimed lands, with every prospect of a speedy and bountiful yield.

The temperature at Kissimmee rarely rises above 90° in the summer, and the natural healthfulness of the locality



has been singularly confirmed by the experience of the white workmen on the dredging machines of the Okeechobee drain-

age company. Since 1881 these men have been employed without intermission, even in summer, and have enjoyed uninterrupted health. Not a single death had occurred up to March, 1889, and it had never been necessary to send for a physician. As the work is carried on in a region usually supposed to be highly malarial, this record is certainly noteworthy.

Osceola County is settled only at its northern extremity. To the south of Lake Tohopekaliga the wilderness is almost unbroken. Game abounds, and a large part of the egion is accessible in small boats by taking advantage of the creeks and numerous small lakes that abound throughout this region.

Within a few years past large drainage operations have been undertaken under State patronage by the Okeechobee Drainage Company, which have reclaimed extensive tracts of land in Osceola County, and bid fair largely to increase the sugar product of the State.

The South Florida Railway from Orange County on the north crosses the northwest corner of the county with stations near and within the boundaries as follow :

		34....McKinnon (*Orange Co.*).....90	N		
Dist. fr.		40....Kissimmee.....84	∧	Dist. fr. Port Tampa.	
Sanford.	V	44....Cambells.....80	|		
	S	57....Davenport (*Polk Co.*).....67	|		

For continuation of this line north, see p. 70; south, see p. 79.

Pasco County.

Area, 1,700 sq. m.—Lat. 28° 9′ to 28° 29′ N.—Long. 82° to 82° 45′ W.—Population (1890), 4,249.—Assessed valuation (1888), $954,329.—County seat, Dade City.

This county was formed in 1887 from the southern part of Hernando County. In soil and climate it is among the most favored of the Gulf counties, lying just above the twenty-eighth parallel of latitude and within the influence of the warm Gulf breezes. For the most part the soil is naturally of the better grade of pine lands, underlaid with clay, marl, and limestone. There are large areas of rich hammock, especially in the western townships, which send some of the most noteworthy exhibits to the annual fair at Ocala.

Cotton, oats, rice, corn, and sugar-cane, are the staples, and all kinds of vegetables have been introduced within the past few years. The Pithlaschoscootee and Anclote Rivers drain the eastern part of the county, and the Withlacoochee and Hillsborough drain the western part. In some sections the land rises to the height of eighty or ninety feet above tide-water, and the high hammocks are covered with a magnificent growth of hard wood.

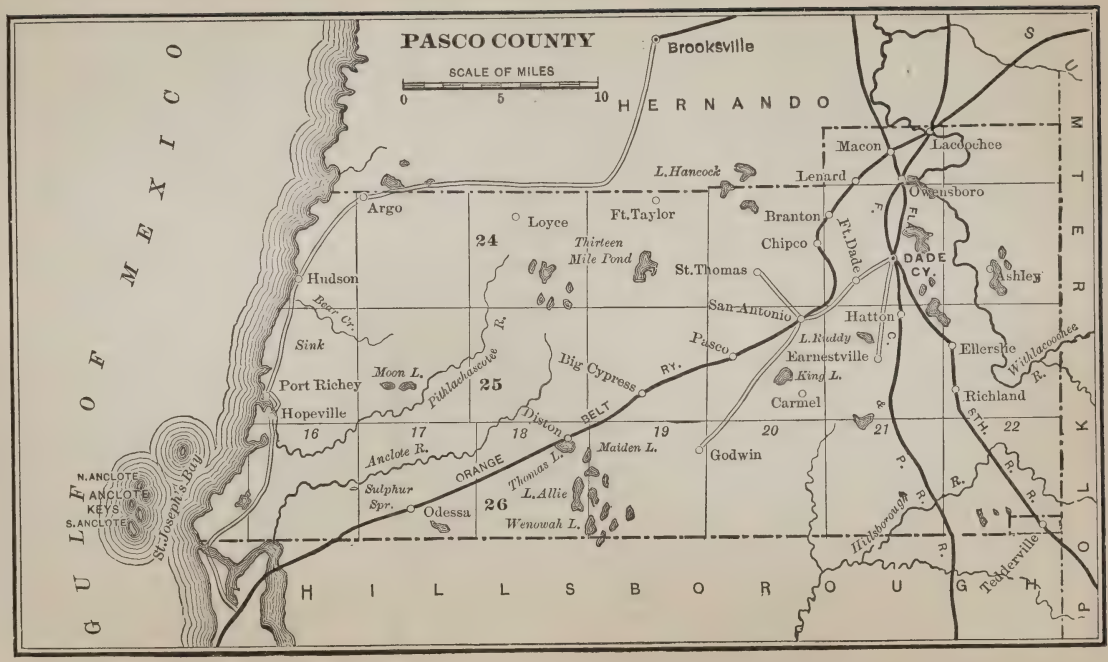
The hunting and fishing are good, but for large game it is necessary to go ten or twelve miles from the railroads, and guides with camping outfits are indispensable for strangers.

The Orange Belt Railway enters from Hernando County on the north and crosses it southwest and northeast. The stations adjacent to and within the county are:

		66	Wyoming (*Hernando Co.*)	83	
		71	Lacoochee [1]	78	NE
		73	Macon [2]	76	∧
		75	Leonard	74	
		78	Blanton	71	
Dist. fr. Monroe.		79	Chipco	70	Dist. fr. St. Petersburg.
		84	San Antonio	65	
		88	Pasco	61	
		91	Big Cypress	58	
	V	98	Drexel	51	
	SW	106	Odessa	43	
		117	Tarpon Springs (*Hillsborough Co.*)	32	

[1] Crosses Tampa Branch F. C. & P. (see p. 76).
[2] Crosses J., T. & K. W. (see p. 76).

For continuation north, see p. 35; south, see p. 38.


PASCO COUNTY
SCALE OF MILES
0 5 10
Brooksville
HERNANDO
SUMTER
HILLSBOROUGH
GULF OF MEXICO
Macon
Lacoochee
L. Hancock
Lenard
Owensboro
Argo
Loyce
Ft. Taylor
Branton
Ft. Dade
F. C. L.
Chipco
DADE CY.
24
Thirteen Mile Pond
St. Thomas
Ashley
Hudson
San Antonio
Hatton
Bear Cr.
Sink
L. Ruddy
Ellerslie
Withlacoochee R.
Pasco
Earnestville
Moon L.
Big Cypress
Pithlachascotee R.
King L.
Port Richey
25
Carmel
Richland
Hopeville
Diston
BELT
16
17
18
19
20
27
STH. 22
Anclote R.
Maiden L.
Godwin
ORANGE
Thomas L.
N. ANCLOTE
ANCLOTE KEYS
S. ANCLOTE
Sulphur Spr.
L. Allie
26
Odessa
Wenowah L.
St. Joseph's Bay
Hillsborough R.
Peddlerville
P. & R. R.
R. R.

The Tampa branch of the F. C. & P. enters from Hernando County on the north. Stations in and near the county are:

		22	Withlacoochee (*Sumter Co.*)	39	
		25	Lacoochee [1]	33	N
Dist. fr.		30	Owensboro [2]	31	Dist. fr.
Wildwood.	V	36	Dade City	25	Plant City.
	S	44	Abbott	17	
		61	Plant City (*Hillsborough Co.*)	0	

[1] Crosses Orange Belt Railway (see p. 74).
[2] Crosses J., T. & K. W. (see below).

For continuation north, see p. 35.

The Pemberton Ferry Branch of the South Florida Railway (J., T. & K. W. system) has stations within and near the county at:

		6	Bay City (*Hernando Co.*)	51	
		10	Macon	47	N
		11	Orange Belt Jc. [1]	46	
Dist. fr.		12	Owensboro [2]	45	Dist. fr.
Pemberton		16	Dade City	41	Bartow.
Ferry.		22	Ellerslie	35	
	V	23	Richland	34	
	S	32	Tedderville	25	
		37	Kathleen (*Polk Co.*)	20	

[1] Crosses Orange Belt Railway (see p. 74).
[2] Crosses Tampa Branch F. C. & P. (see above).

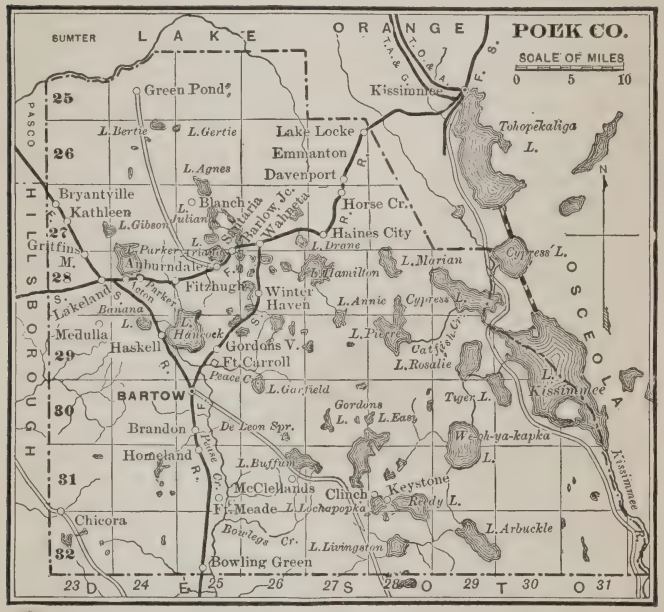
For continuation north, see p. 35; south, see p. 80.

Polk County.

Area, 1,980 sq. m.—Lat. 27° 35′ to 28° 10′ N.—Long. 81° 25′ to 82° 2′ W.—Population (1890), 7,897.—Pop. (1880), 3,181.—Assessed valuation, $3,500,000.—County seat, Bartow.

The county was formed in 1859, by act of the State legislature, from portions of the large neighboring counties of Hillsborough, Orange, and Sumter, but its organization was interrupted by the Civil War, and not perfected in its present shape until 1874. It is named after James K. Polk, eleventh President of the United States. The twenty-fifth parallel of latitude runs nearly through the middle of the county. It was settled mainly by cattle men, who had served in the Indian wars and noted the natural advantages of the country. Its average elevation above the sea is estimated at 150 feet, and its greatest elevation, according to the levels run by the engineers of the South Florida Railroad, is 235 feet. Nearly one-fifth of the surface is water, in lakes of every conceivable

size and shape, from Lake Kissimmee, eighteen miles long, down to little pools too small to be shown on the map, but sometimes indicated by a dot. As a rule, these lakes are full of pure, clear water, and well stocked with fish. Most of them are deep enough to deserve the name of lakes or ponds, but some are little better than savannahs. The lake region proper lies in the middle of the county. The north-



ern portion of this region is high rolling land, the bluffs rising sharply from the lake shores sometimes as much as sixty feet. These afford an endless number of excellent building sites, with the advantage, somewhat unusual in Florida, of a decided elevation.

The land is sandy and sandy loam, and the usual variety of high and low hammock and the three grades of pine land are well distributed over the county. Toward the south the

face of the country is more generally level, and prairies are more frequent.

The Kissimmee River, here mainly a succession of lakes, is navigable to the Gulf of Mexico through Lake Okeechobee and the Caloosahatchee River. Peace River is navigable for small boats to Fort Meade. This stream falls into Charlotte Harbor on the Gulf of Mexico. Its tributaries, with those of the Alafia and the Withlacoochee Rivers, drain a wide region in the southern and western part of the county.

The best grade of pine lands in this region are considered most desirable for agricultural purposes, because, under judicious cultivation, their productiveness seems to increase, while the high hammocks deteriorate after a few years of astonishing productiveness. The dryer kinds of low hammock are prized for general farming and garden crops, especially the early vegetables that are becoming such an important factor in the commerce of the State.

The timber is mainly pine and cypress, but all the hard woods are found in the hammocks.

The summer temperature ranges from 86° to 97° at midday, falling some twenty degrees during the night. In the winter the ordinary range is from 45° to 75°, with, however, occasional northers, when the thermometer drops very suddenly to the freezing-point. After the first of February immunity from frost is almost certain, and the thermometer ranges from 60° to 78°. The rainy season begins in June and lasts till the middle or end of September, rain falling, as a rule, almost every day.

The vital statistics of the county show that general health is good, the death-rate from ordinary diseases very low.

The county commissioners of Polk County certify the following list of its products: Corn, oats, rye, pumpkins, squashes, beans in variety (the snap and lima runners being very prolific), peas (in variety), potatoes, beets, carrots, onions, parsnips, egg-plant, cucumbers, cantaloupes, water-melons, cabbages, collards, cauliflower, kohl-rabi, ruta-bagas, turnips, pepper, okra, tomatoes, lettuce, salsify, spinach, mustard, sorghum, sugar-cane, cassava, arrow-root, ginger, chufas, pindars or ground peas, goubers, grass-nuts, pie melon, etc.

Of plants and herbs, sweet marjoram, thyme, tea-plants, castor-bean, and benne. Of fruits, orange, sweet, bitter-sweet, and sour; lemons, limes, grapes, peaches, LeConte and avocado pears, tiger apples, sugar apples, citron, shaddocks, grape-fruit, mangoes, Japan plums, bananas, pineapples, guavas, plums, pomegranates, figs, olives, and pecans. Many of these are not recommended as profitable crops. The list is given to show the possible range of agricultural resources.

The Polk County region was a favorite hunting and farming ground of the aboriginal races, and mounds and other evidences of prehistoric habitations are found. When the United States surveys were made in 1848 numerous evidences existed of extensive cultivation, but the luxuriant forest growth has nearly obliterated most of them at the present time.

The South Florida Railway enters the county from Pasco County (northwest), and Osceola County (northeast), its branches forming a triangle in the heart of the county. The main line has stations near and within the county as follows:

Dist. fr. Sanford.				Dist. fr. Port Tampa.
		42	Campbells (*Osceola Co.*) 71	
		50	Lake Locke 63	NE
		54	Emmanton 61	∧
		57	Davenport 58	|
		61	Haines City 54	|
		68	Bartow Jc. [1] 47	|
		72	Auburndale 43	|
		77	Fitshughs 38	|
		81	Acton 34	|
		83	Lakeland [2] 32	|
	∨	93	Plant City 22	|
	SW	115	Tampa 9	|
		124	Port Tampa 0	

[1] Connects Bartow Branch (see below).
[2] Connects Pemberton Ferry Branch (see p. 80).

The Bartow Branch stations are:

Dist. fr. Bartow Jc.				Dist. fr. Bartow.
		0	Bartow Jc. [1] 17	NE
		5	Winter Haven 12	∧
		9	Eagle Lake 8	|
	∨ SW	12	Gordonsville 5	|
		17	Bartow [2] 0	

[1] Connects with main line to Tampa, south, and Sanford, northeast.
[2] Connects F. S. (J., T. & K. W. system) for Punta Gorda, Charlotte Harbor, etc.

The Pemberton Ferry Branch has stations near and within Polk County as follows:

		23	Richland (*Pasco Co.*)	31	
		32	Tedderville	22	NNW
Dist. fr		37	Kathleen	17	∧ Dist. fr.
Pemberton		40	Griffin's Mill	17	| Punta
Ferry.	∨	43	Lakeland [1]	14	| Bartow.
	SSE	51	Haskell	6	
		57	Bartow [2]	0	

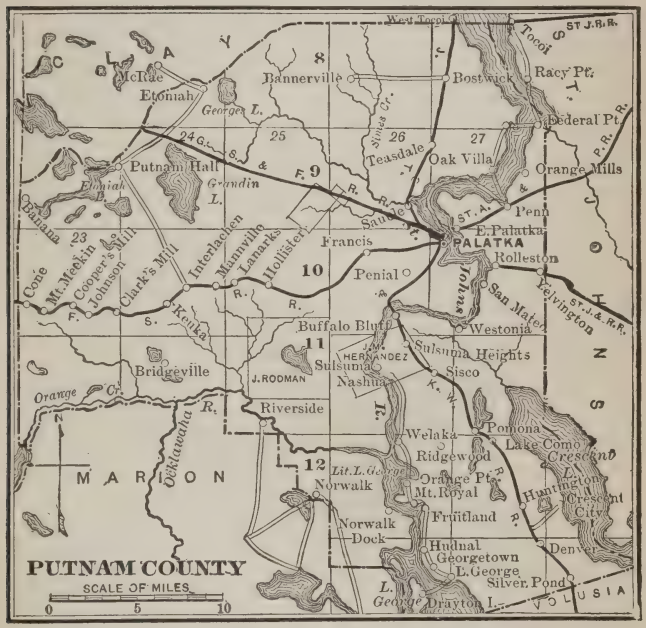
[1] Crosses J., T. & K. W. from Sanford and Tampa.
[2] Connects Bartow branch and F. S. Ry. to Punta Gorda.

Putnam County.

Area, 860 sq. m.—Lat. 29° 20′ to 29° 50′ N.—Long. 81° 25′ to 82° 2′ W.—Population (1890), 11,166.—Pop. (1880), 6,261.—Assessed valuation (1888), $4,130,503.—County seat, Palatka.

Putnam County is one of several organized in 1847, after the first Seminole war. It is named after General Israel Putnam, of the Revolutionary Army. The shape is very irregular, some of the boundaries being crooked rivers, and others arbitrary lines. As is often the case in Florida, it is impossible to give a general statement of the topography. The great river St. John's divides the county into two portions, of which the western is by far the larger. Orange Creek, the navigable outlet of Orange Lake, just over the line, in Alachua County, joins the Ocklawaha River at the southern border, and together they form a considerable stream tributary to the St. Johns, and one of the famous tourist routes of Florida (Route 181). Except in the immediate vicinity of the water-courses the western part of the county is gently undulating, covered with heavy pine forests, which are rapidly giving way to orange groves. Through this comparatively low region there runs an elevated rolling plateau, ten or fifteen miles wide, and in some places said to be two hundred feet above tide-water. This plateau is dotted all over with lakelets, surrounded by wooded hills. Here and there are prairies and swamps of moderate extent. An attractive section of the county is the Fruitland Peninsula, a tract of land eight or ten miles wide, somewhat resembling the plateau just described lying between the St. John's River on the west and Crescent Lake on the east. Its

surface is generally hilly, interspersed with lakes, forests, and occasinal marshes. The J., T. & K. W. Railway system passes through the entire length of the peninsula. Crescent Lake is a navigable body of water, having easy steamboat connection with the St. John's River through Dunn's Creek,



the outlet at the northern extremity of the lake. To the north of this stream, still on the east side of the St. John's River, is a fine orange region, including some of the oldest and best groves in the State. The St. John's River throughout this portion of its course is practically a series of lakes, varying in width from a mile to four miles. It is slightly affected by the ocean tides as far up as Lake George, and the current is nowhere so rapid as to interfere with the use of small boats as a convenient means of travel.

The main line (J., T. & K. W. system) from Jacksonville

and the north crosses the county nearly north and south. Stations are as follows:

		41	West Tocoi (*Clay Co.*)	84
		46	Bostwick	78
		49	Teasdale	75
		52	Sauble	72
		55	Palatka Junction	69
		56	Palatka [1]	68
		58	Lundy	66
Dist. fr. Jacksonville.		60	Peniel	64
		63	Buffalo Bluff	61
		64	Satsuma	60
		67	Sisco	57
		70	Pomona	54
		72	Como	52
		75	Huntington	49
	V	78	Denver	46
	S	82	Hammond (*Volusia Co.*)	42
		84	Seville (*Volusia Co.*)	41

N ∧ | Dist. fr. Sanford.

[1] Connects St. Aug. & Halifax River Ry. (p. 84); St. John's & Halifax River Ry. (p. 85); and F. S. Ry. to Gainesville (see below).

For continuation of main line J., T. & K. W. system, see pp. 16 and 97.

The main line Florida Southern Railway runs east from Palatka. The stations within the county and just beyond its western line are:

		0	Palatka [1]	47
		5	Francis	42
		12	Hollister	35
		15	Manville	32
Dist. fr. Palatka.		17	Interlachen	30
		19	Keuka	28
		21	Clark's Mill	26
		23	Johnson	24
	V	25	Cooper's Mill	22
	W	26	Cone's Crossing	21
		29	Colgrove	18

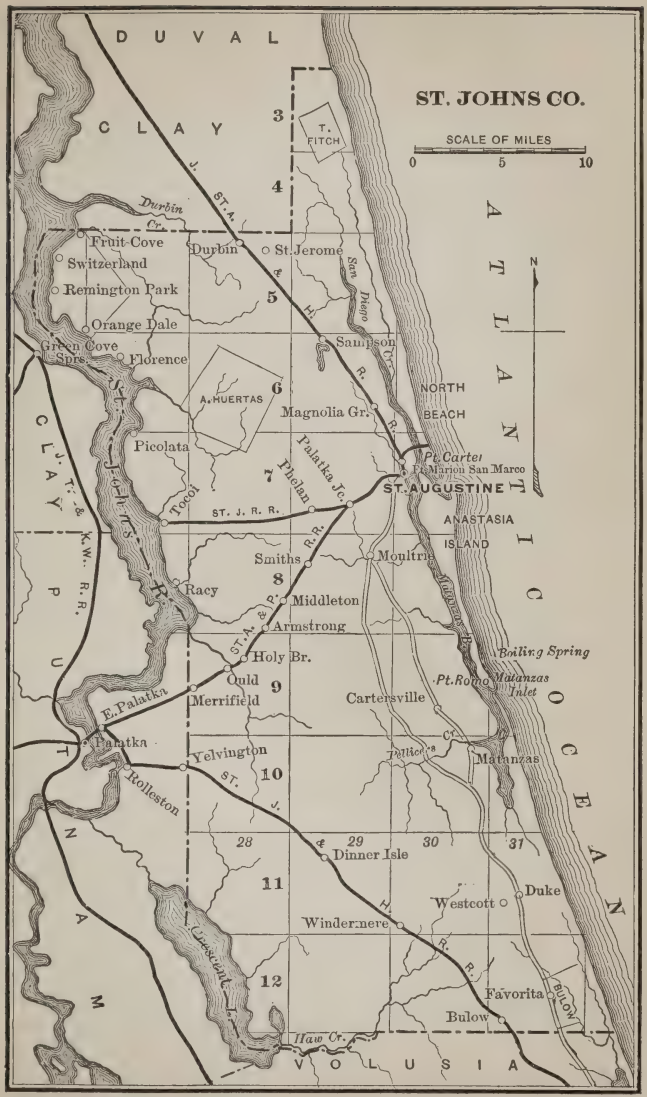
E ∧ | Dist. fr. Gainesville.

[1] Connects St. Augustine & Halifax River divisions (see p. 84); and with main line J., T. & K. W., north to Jacksonville, and south to Tampa and Punta Gorda (see above).

Saint John's County.

Area, 1,000 sq. m.—Lat. 29° 22′ to 30° 13′ N.—Long. 81° 5′ to 81° 40′ W.—Population (1890), 8,677.—Pop. (1880), 4,535.—Assessed valuation (1888), $2,250,870.—County seat, St. Augustine. See p. 133.

St. John's County may almost be termed a peninsula, lying as it does between the Atlantic Ocean on the east and the St. John's River on the west. Along the river there are valuable lands under successful cultivation at many points for oranges, pears, sugar-cane, vegetables, and the like. A short distance back from the river the flat woods appear, succeeded


DUVAL
CLAY
ST. JOHNS CO.
SCALE OF MILES
0 5 10
T. FITCH
3
4
5
6
7
8
9
10
11
12
J. ST. A. & H. R. R.
Durbin Cr.
Fruit Cove
Switzerland
Remington Park
Orange Dale
Green Cove Sprs.
Florence
Durbin
St. Jerome
Sampson
A. HUERTAS
Magnolia Gr.
Picolata
Palatka Jc.
Phelan
Tocoi
ST. J. R. R.
K.W. R.R.
Smiths
Racy
Middleton
Armstrong
Holy Br.
Quld
Merrifield
E. Palatka
Palatka
Yelvington
Rolleston
ST. J.
Dinner Isle
Windermere
Crescent L.
Haw Cr.
VOLUSIA
PUTNAM
San Diego R.
NORTH BEACH
Pt. Cartel
Ft. Marion San Marco
ST. AUGUSTINE
ANASTASIA ISLAND
Moultrie
Matanzas R.
Boiling Spring
Pt. Rosa
Matanzas Inlet
Cartersville
Tolico
Matanzas
Westcott
Duke
Favorita
Bulow
BULOW
ATLANTIC OCEAN
N

by belts of rich hammock, which in turn give way to palmetto scrub that extends to the sea-coast. A few small streams, tributary to the St. Johns, water the rolling lands along the river, and others find their way into Matanzas Inlet, Halifax River, and North River on the coast. Much of the land is, and probably must remain, worthless, but, thanks to its climate, the county is one of the most prosperous in the State, and attracts more tourists than any other section. This is due to the existence of St. Augustine, where nearly three centuries ago Europeans first learned the salubrity of the Floridian climate. The history of St. Augustine is that of St. John's County, and will be found in the account of that city.

Fishing is good all along the creeks, inlets, rivers, and lagoons, and game is to be found by persevering huntsmen, thanks to the almost impenetrable "scrub" in which deer and turkeys still find shelter. It is wellnigh useless, however, to hunt without guides and dogs, and even then hunting is no child's play.

The harbor of St. Augustine, with its connecting inlets, is a favorite resort for yachtsmen, and a short day's run to the northward opens the extensive inland cruising grounds of the St. John's River and its numerous lakes.

The Jacksonville, St. Augustine & Halifax River Railway (J., T. & K. W. system), St. Augustine to Palatka, has stations as follows:

Dist. fr. St. Augustine.				Dist. fr. Palatka.
		0	St. Augustine[1] 31	
		0	New St. Augustine 30	NE ^
		4	Tocoi Jc. 26	|
		8	Smith's 22	|
		10	Middleton 20	|
		12	Armstrong 18	|
		14	Holy Branch 16	|
		16	Ould's 14	|
		18	Merrifield 12	|
		20	Buena Vista 10	|
	V SW	21	Pattersonville 9	|
		25	East Palatka Jc. 6	|
		31	Palatka[2] 0	

[1] Connects with J., T. & K. W. system to Jacksonville (see p. 85).
[2] Connects with J., T. & K. W. system to Indian River. Tampa and Punta Gorda (see p. 82).

The Jacksonville, St. Augustine & Halifax River Railway

(J., T. & K. W. system) is the most direct route between the two cities. Stations and distances follow:

Dist. fr. Jacksonville.			Dist. fr. St. Augustine.
	0	Jacksonville[1]	37
	1	South Jacksonville	36
	3	Phillips	34
	5	Bowden	32
	9	Summerville	28
	10	Nesbit	27
	11	Eaton	26
	14	Sweetwater	23
	16	Bayard	21
	18	Register	19
	19	Clarkville	18
	21	Durbin	16
	28	Sampson	9
	32	Magnolia Grove	5
	37	St. Augustine[2]	0

SE ↓ NW ↑

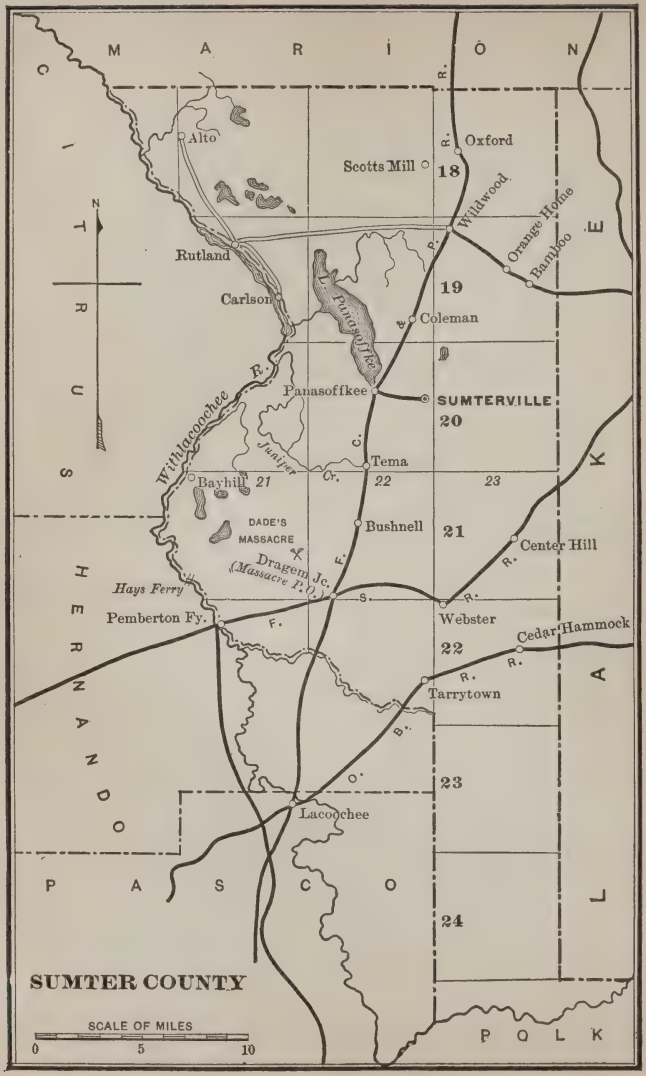
[1] For railway and steamboat connections see p. 103.
[2] Connects with line to Palatka, see p. 84.

Sumter County.

Area, 625 sq. m.—Lat. 28° 15′ to 28° 57′ N.—Long. 81° 55′ to 82° 18′ W.—Population (1890), 5,350.—Pop. (1880), 4,686.—Assessed valuation (1888), $1,719,018.—County seat, Sumterville.

Sumter County is topographically part and parcel of the central lake region, and of the large orange-growing counties of Lake, Marion, Citrus, Hernando, and Pasco. It was originally organized as a county in 1851, including parts of the present territory covered by Orange and Polk Counties. Changes to the present boundaries were made successively in 1871, '72, '79, and '87. The Withlacoochee River, which forms the major part of the western boundary, is navigable to Pemberton Ferry. In the winter of 1888–89, during a period of exceptionally high water, a boat crossed from the vicinity of Lake Panasoffkee and the Withlacoochee River, thus demonstrating the possibility of crossing from the Atlantic to the Gulf. The shooting and fishing are excellent over a large portion of the county. Near Dragem Junction is the scene of the massacre of Major Dade and his command (see p. 305), which was practically the beginning of the long Seminole war, 1835 to 1842, which nearly exterminated the then existing settlements in South Florida.

The Florida Southern Railway (J., T. & K. W. system) en-


M A R I O N
C I T R U S
H E R N A N D O
P A S C O
L A K E
P O L K
Alto
Scotts Mill
Oxford
Wildwood
Orange Home
Bamboo
Rutland
Carlson
Panasoffkee
Coleman
SUMTERVILLE
Withlacoochee R.
Tema
Bayhill
DADE'S MASSACRE
Bushnell
Center Hill
Hays Ferry
Dragem Jc.
(Massacre P.O.)
Pemberton Fy.
Webster
Cedar Hammock
Tarrytown
Lacoochee
18
19
20
21
22
23
24
SUMTER COUNTY
SCALE OF MILES
0 5 10

ters the county at a point about twelve miles southwest from Leesburg. The stations within the county and near its limits are :

Dist. fr. Palatka. — V SW

115....Cason's (*Lake Co.*) 31
120....Centre Hill..... 26
125 ...Webster 21
129....Dragem Jc.[1] 17
135....Pemberton[2].....11
146....Brooksville (*Hernando Co.*)..... 0

NE ^ — Dist. fr. Brooksville.

[1] Crosses F. C. & P. (see below).
[2] Connects with J., T. & K. W. system for Punta Gorda and Tampa.

The southern division F. C. & P. enters the county from Ocala, Marion County, on the north. Stations adjacent to and within the county are as follows :

Dist. fr. Ocala. — V S

16....Summerfield (*Marion Co.*).....21
21....Oxford 16
26....Wildwood[1] 11
29....Orange Home..... 8
31....Bamboo 6
35....Montclair 2
37....Leesburg[2] (*Lake Co.*)..... 0

N ^ — Dist. fr. Leesburg.

[1] Connects with Tampa branch F. C. & P. (see below).
[2] Connects with J., T. & K. W. system (see p. 47).

The Tampa division F. C. & P. connects with the foregoing at Wildwood. The stations are :

Dist. fr. Wildwood. — V S

0....Wildwood[1] 61
5....Coleman 56
8....Panasoffkee.....53
9.. .Sumterville Jc.....52
14....Bushnell..... 47
18....St. Catharine[2].....43
22....Withlacoochee 39
28....Lacoochee (*Hernando Co.*)..... 33

N ^ — Dist. fr. Plant City.

[1] Connects with F. C. & P. to Leesburg (see above).
[2] Crosses J., T. & K. W. system (see above).

The Orange Belt Railway crosses the southern part of the county. The stations near and within the county line are :

Dist. fr. Monroe. — V W

51....Mascotte (*Lake Co.*).....26
56.. Cedar Hammock 91
60....Tarrytown 87
64....Wyoming..... 83
70.. .Lacoochee[1] (*Hernando Co.*) 77
71....Macon[2] (*Hernando Co.*).....76

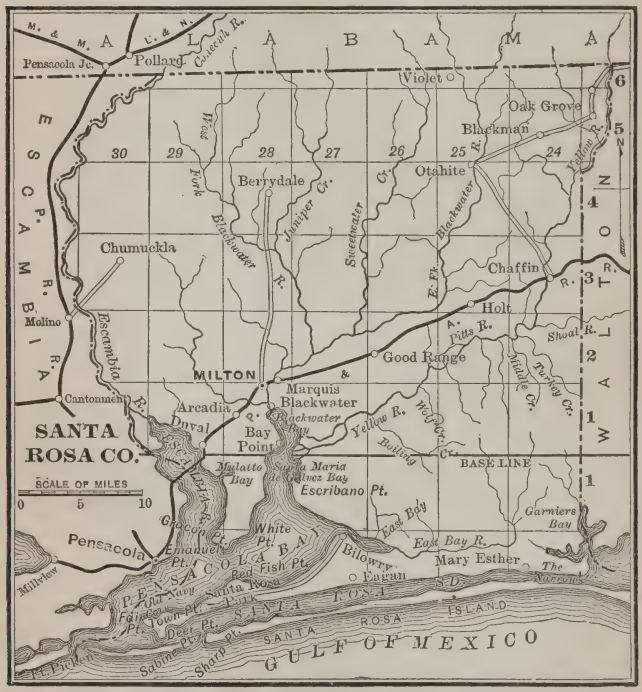
E ^ — Dist. fr. St. Petersburg.

[1] Crosses Tampa Branch F. C. & P. (see p. 35).
[2] Crosses J., T. & K. W. system (see p. 35).

Santa Rosa County.

Area, 1,260 sq. m.—Lat. 30° 19′ to 30° 58′ N.—Long. 86° 38′ to 87° 20′ W.—Population (1890), 7,948.—Pop. (1880), 6,645.—Assessed valuation (1888), $1,282-800.—County seat, Milton.

Santa Rosa County, next to the narrow territory of Escambia, is the westernmost county in Florida, and was one of the original civic divisions of the State.



It takes its name from the fine bay discovered by Tristan de Luna in 1559. Santa Rosa has four navigable rivers, namely, the Escambia, forming the western boundary, and navigable into Alabama; the Blackwater, draining the northern half of the county, a rich lumber region, sparsely settled,

and affording a fine cattle range; the Yellow River, crossing the county diagonally, and forming part of its eastern boundary, and East Bay River, parallel to Santa Rosa Sound, a short distance inland. The lumber and live-stock interests are the principal industries, sheep raising having of late years taken a foremost place.

The subsoil is clay with a sandy surface, and rice, corn, sweet potatoes, oats, Leconte pears, peaches, grapes, and figs are grown successfully. The pecan tree flourishes and makes a profitable crop when once the trees are in bearing. The nuts are quite equal to those grown in Texas. The finest and oldest grove in the State is in the town of Blackwater.

The Pensacola & Atlantic division of the Louisville & Nashville Railroad crosses the county on a line running nearly northeast and southwest. The stations near and within the county are:

Dist. fr. River Jc.			Dist. fr. Pensacola.
		110 ...Crestview (*Walton Co.*).....50	
		114....Chaffin's 46	
		122....Holt's 38	
		131....Good Range 29	
		141....Milton 19	
		144....Arcadia.....16	
		152....Escambia (*Escambia Co.*) 8	

SW ↓ NE ↑

For continuation southwest to Pensacola see p. 29; east, to River Junction see p. 101.

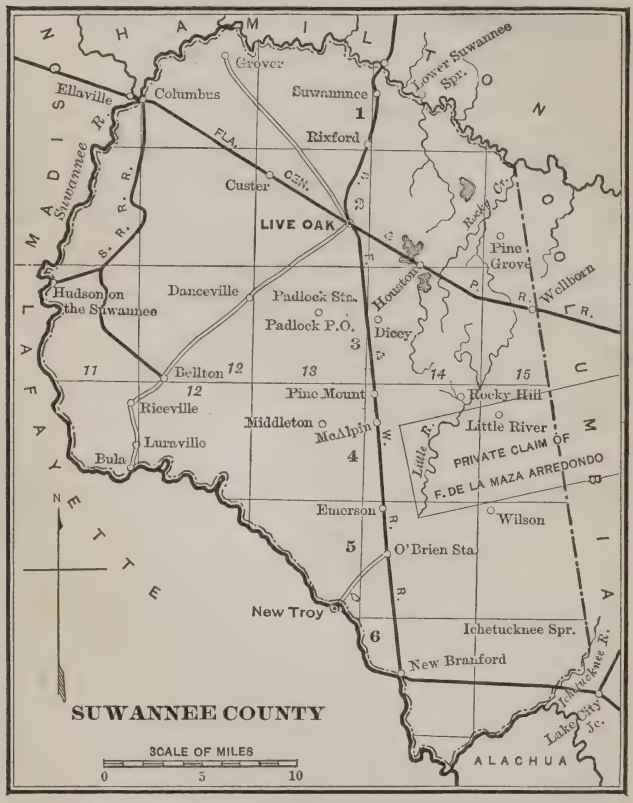
Suwannee County.

Area, 750 sq. m.—Lat. 29° 52′ to 30° 24′ N.—Long. 82° 46′ to 83° 18′ W.—Population (1890), 10,505.—Pop. (1880), 7,161.—Assessed valuation (1888), $1,579,988.—County seat, Live Oak.

The name Suwannee is of Seminole or Muskhogee origin, meaning "deep water," and the fine stream that bears it and gives its name to the county forms the boundary on three sides. It is navigable for river steamboats as far as White Springs during the greater part of the year, and with its numerous tributaries affords many desirable mill sites. The river gives easy access to the Gulf of Mexico, and the location of the county within reach of the sea-breezes from both directions renders its climate exceedingly equable. The temperature averages about 50° in the winter months, and in

summer rarely rises higher than 90°, the average being 80° to 85°.

The soil is a sandy loam with a substratum of clay, fertile and easy of cultivation. Large tracts of good land are still



open to settlement under the State and United States laws, and while considerable portions are held by capitalists, the prices of land to actual settlers are by no means exorbitant. The lumber within reach of water or railway transportation is abundant, and of excellent quality. Hammock lands

border the water-courses bearing the finest varieties of hardwood, as ash, hickory, live oak, red oak, white oak, cherry, red bay, beach, maple, and magnolia, while pitch pine and yellow pine cover thousands of acres of rolling country.

Sea Island cotton was largely cultivated by slave labor before the Civil War, and now, after a lapse of many years, is resuming its importance. Some of the leading Northern and European cotton factors have permanent warehouses at Live Oak and elsewhere. The total annual shipment of cotton, according to the latest report available, is about three thousand bales. Oranges can be successfully cultivated, but not with the certainty that obtains in South Florida, and tobacco is becoming an important and profitable crop. Extensive plantations of the Leconte pear are in bearing, strawberries are extremely prolific, and all the small fruits are in a marketable condition a month ahead of the same kinds in Delaware, and two weeks in advance of Georgia.

The western division of the F. C. & P. crosses the northern part of the county on a line running northwest and southeast. The stations within the county are :

Dist. fr. Jacksonville. — NW

71....Welborn 94
76....Houston 89
82....Live Oak[1] 83
92....Bucki Jc.[2] 73
95....Ellaville 70

SE — Dist. fr. Tallahassee.

[1] Crosses Savannah, Florida & Western Railway (see below).
[2] Connects with Suwannee River Railroad (see below).

For continuation westward see p. 58; eastward, p. 18.

The Gainesville division S., F. & W. Rd. (Savannah, Ga., to Gainesville, 249 miles, 9½ hours). Stations within and near the county are :

Dist. fr. Savannah, Ga. — S

168....Marion (*Hamilton Co.*) 81
171....Suwannee 77
179....Live Oak[1] 70
184....Padlock 65
188....Pine Mount 61
190....McAlpin 59
196....O'Brien 52
203....New Branford[2] 46
216....Lake City Jc.[3] (*Columbia Co.*)....33

N — Dist. fr. Gainesville.

[1] Crosses western division F. C. & P. (see above).
[2] Connects Suwannee River steamers.
[3] Connects Lake City division.

The Suwannee River Railway runs from Hudson-on-the-Suwannee to Bucki Junction. It is about twelve miles long, with no regular stations between termini. When the Suwannee River is low this road is convenient for steamboat connections at New Branford.

Taylor County.

Area, 1,080 sq. m.—Lat. 29° 40′ to 30° 15′ N.—Long. 83° 22′ to 84° W.—Population (1890), 2,122.—Pop. (1880), 2,279.—Assessed valuation (1888), $270,094.—County seat, Perry.

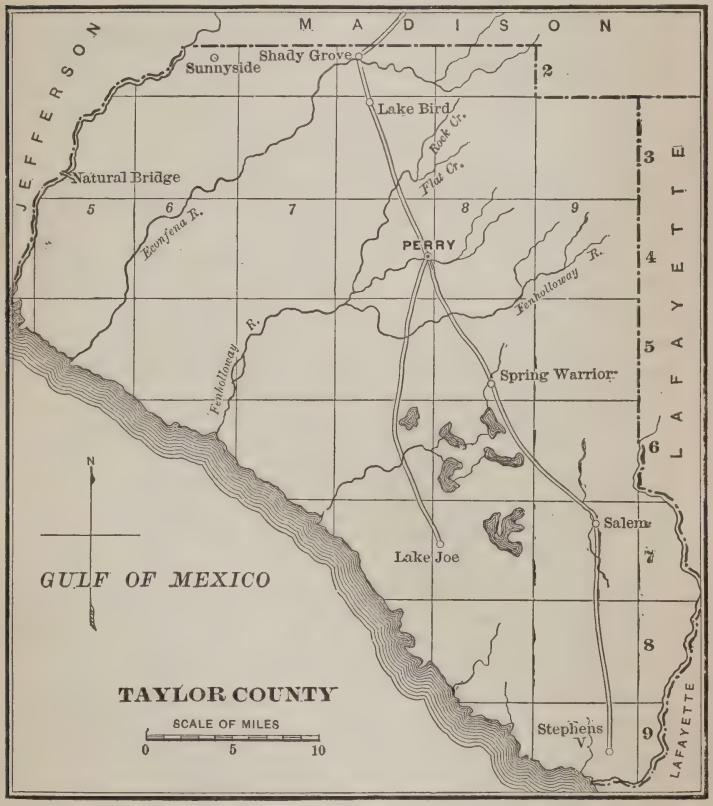
Taylor County was organized in 1851, and named after General Zachary Taylor, the popular hero of the war with Mexico, 1847-48, and subsequently President of the United States.

The county has about forty miles of coast on the Gulf of Mexico, with shallow harbors at the mouths of the Aucilla, Fenholloway, and Econfena Rivers, and in Deadman's Bay, available only for small boats. There are no lighthouses on this coast. The surface is generally level, intersected with plentiful streams, some of which afford excellent mill sites, and in all of which the different varieties of fish are found in plenty. The piney woods are broken by several large hammocks, the home of bear, deer, panthers, wild-cats, and turkeys. The game has not yet been hunted out in this region, and good sport may be had with the assistance of competent guides. Along the Gulf the pine lands are very poor, but in the interior they are of good quality, the soil varying from gray to dark in color, and about two feet deep. The hammocks are a dark sandy loam, unsurpassed in fertility.

As a cattle range the county has always afforded excellent facilities, owing to the abundant growth of native grasses.

The climate is that of the Gulf coast of Florida, and is healthy when ordinary judgment is used. Along both banks of the Econfena River there is a healthy belt ten miles wide, while along the Fenholloway it is sickly, the reason being that in the former case the water is pure, while in the latter case it is strongly impregnated with lime. In the lime-water

regions cisterns for rain-water are used by prudent residents. The Econfena River rises in Washington County, southeast from Oak Hill. Its course is thirty miles from its source to



St. Andrew's Bay, but this is interrupted by Natural Bridge, fifteen miles from the mouth, to which point the stream is navigable. Below the bridge for several miles the voyager is delighted by the frequent occurrence of remarkable springs along the west bank. The lands along this river are of fine

quality and the locality has a high reputation for healthfulness. Bear Creek, a navigable tributary, enters the Econfena from the eastward, about four miles from salt water. Besides the springs referred to are Hampton Spring on Rocky Creek and a chalybeate spring on Blue Creek.

Perry, the county seat, may be best reached from Madison, Madison County, thirty-one miles by mail route.

Volusia County.

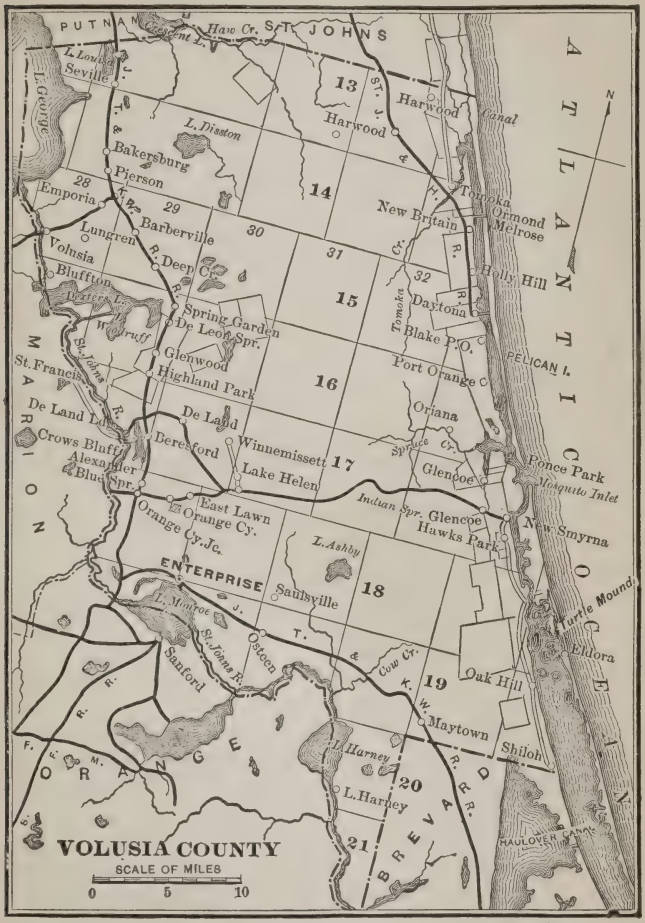
Area, 1,340 sq. m.—Lat. 28° 35′ to 29° 25′ N.—Long. 81° 35′ to 81° 40′ W.—Population (1890), 8,463.—Pop. (1880), 3,294.—Assessed valuation (1888), $3,994,572.—County seat, DeLand.

Volusia, as may be inferred from the phenomenal increase in its population, is, to Northern settlers, one of the most attractive counties of South Florida. This is largely accounted for from its easy access to Northern markets, its advantages of soil and climate for invalids, and the facilities that it offers to tourists and sportsmen.

The county was organized under territorial government in 1825, and its somewhat unfortunate early name was Mosquito County, a title which was naturally repudiated as soon as possible, and Orange was adopted. It originally included Orange and Brevard Counties. In 1854 Volusia and part of Brevard were set off, and in 1878 the present boundaries were established. Lying between the St. John's River on the west, and the Atlantic Ocean on the east, Volusia County has navigable waters on both sides, besides which railroads cross it in four directions, affording ready transportation for the enormous orange crop. The country bordering the principal railroads and watercourses, indeed, is almost a continuous orange grove, and the planters claim that no part of the State excels it for raising this favorite crop. The land is largely high pine and hammock, and very productive for all kinds of crops.

Along the ocean front are found the narrow beaches, sometimes, as at Daytona and Ormond, rising into veritable hammocks. Within these, to the westward, are the coastwise rivers, the Halifax and the Hillsborough. West-

ward again is a wide belt of the richest hammock, two or three miles wide, and containing evidences of ancient culti-



vation in the shape of drains, canals, and ruined houses, concerning some of which all records have been lost, while the

history of the others, as the Turnbull tract at New Smyrna, is tolerably well known. Beyond the hammocks is a belt of prairie, broken by islands of cabbage-palm and pine, rising first into "flat-woods," and again into the rolling pine-lands that extend nearly to the St. John's River at the western boundary.

The first settlement within the present limits of the county was made during the British occupancy by Dr. Turnbull, a Scotch gentleman of wealth, who, having obtained a large conditional grant of hammock land in the vicinity of New Smyrna, enlisted a colony of some fifteen hundred Greeks, Italians, and Minorcans, and brought them over with the intention of organizing an agricultural community. Dissensions followed, and the colony was broken up, but not before a large amount of work had been accomplished (see Route 63).

In 1803 a colony of nearly twenty families from St. Augustine resettled the abandoned lands of the Turnbull tract, establishing, in spite of hostile Indians, quite a prosperous settlement. In 1835, however, the Seminole war broke out in earnest, and the inhabitants were obliged to escape across the river and see their houses and plantations burned behind them. Until 1842 the county was abandoned by whites, and even after that time Indian alarms were so frequent that, in 1860, there were barely twenty-five families within the present boundaries. Then followed the Civil War, when New Smyrna enjoyed a short lived and costly importance as an entrepôt for blockade-runners, but was presently shelled by United States gunboats, and nearly destroyed.

An expedition from Jacksonville was sent up the St. John's River, and is said to have captured every man in the county. Two of the prisoners were released, however, as too small of stature for military duty, and for several months these two were the only white men in the county. At the first election after the return of peace there were twenty-one registered voters, and every one of them was present to organize the first court. Shortly after this the movement began which has so wonderfully increased the population of the county, and developed its resources.

The main line of the Jacksonville, Tampa & Key West system to Sandford (connecting for Punta Gorda and Port Tampa) and Titusville follows a generally north and south direction near the St. John's River. The stations within and near the county are :

Dist. fr. Jacksonville.					Dist. fr. Titusville.
77		Denver (*Putnam Co.*)	82		
81		Hammond	78	N	
84		Seville	75	∧	
88		Bakersburg	71	|	
89		Pierson	70	|	
92		Eldridge	67	|	
94		Barberville	65	|	
97		Deep Creek	62	|	
99		Spring Garden	60	|	
103		Glenwood	57	|	
105		High'and Park	55	|	
107		DeLand Jc.[1]	52	|	
108		Beresford	51	|	
113		Orange City Jc.[2]	47	|	
118		Enterprise Jc.	41	|	
126		Osteen	30	|	
131		Cow Creek	25	|	
138		Maytown	18	|	
147		Aurantia (*Brevard Co.*)	9	|	
V	151	Mims (*Brevard Co.*)	5	|	
S	153	La Grange (*Brevard Co.*)	4	|	
	157	Titusville (*Brevard Co.*)	0		

[1] At DeLand Junction is a spur three miles eastward to DeLand, and two miles westward to DeLand Landing.

[2] At Orange City Junction is the crossing of the Atlantic & Western Railroad (see below).

Atlantic & Western Railroad from Blue Springs on the St. John's River to New Smyrna on the sea-coast, crossing the county from east to west :

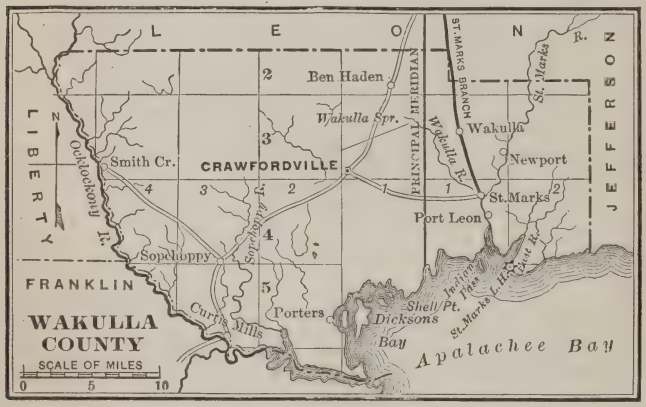
Dist. fr. Smyrna.					Dist. fr. Blue Springs.
0		Blue Springs	29		
0¾		Orange City Jc	28¼	W	
3		Orange City	26	∧	
8½		Lake Helen	19½	|	
V	22	Waverly	6	|	
E	25½	Glencoe	3½	|	
	29	New Smyrna	0		

At Orange City Junction is the crossing of J., T. & K. W. (see above).

Wakulla County.

Area, 580 sq. m.—Lat. 30° to 30° 20′ N.—Long. 84° 5′ to 84° 45′ W.—Population (1890), 3,109.—Pop. (1880), 2,723.—Assessed valuation (1888), $362,281.—County seat, Crawfordville.

This county is named after the famous spring near the Gulf coast. The Seminole word Wakulla means mystery, and no one who visits the spring will question the fitness of the title (see p. 348). A further mystery, peculiar to this region, is the alleged "Wakulla Volcano," a column of



smoke or vapor that perpetually rises above the trees at a certain point to which no man has as yet penetrated (see p. 347). The surface is mainly level and sandy, with a clay subsoil and limestone rock, often rich in phosphates, not far below the surface everywhere. Heavily timbered hard-wood hammocks cover a large portion of the county, and game is abundant. The Ocklockony River, a considerable stream, forms the western boundary, and its tributaries water the western part of the county. In the eastern part are the St. Mark's and Wakulla Rivers, which unite, forming the Apalachee River, five miles from the Gulf. The former has its source in the famous spring just referred to. The latter rises in a small pond, nineteen miles northeast from the

junction of the streams. Boats drawing four feet of water can ascend to the sources of both these streams. It is supposed from topographical surveys that the St. Mark's derives its supply from Lake Micosukee and its tributaries (see p. 52). Numerous sinks occur along a certain connecting line, and sometimes the river itself emerges for a time above ground.

The Ocklockony River, forming the western boundary of the county, rises in Georgia, and running generally south, falls into Ocklockony Bay, twenty miles west of St. Mark's. It is navigable for steamboats about fifty miles. Some twenty miles from its mouth it divides, New River carrying a portion of its waters to the bay. Its principal tributaries are Tugalo, Little River, Robinson's Creek, and Rocky Comfort.

The Gulf coast line is about twenty-five miles in extent, not attempting to trace its various indentations. It forms an extensive bight known as Apalachee Bay, early discovered by the Spaniards, and the site of attempted settlements in the sixteenth century.

At the mouth of St. Mark's River, on the east side, is a lighthouse showing a fixed white light of the fourth order, visible fifteen miles at sea. The tower is white, eighty-three feet in total height above the water. The channel is well buoyed, and admits vessels drawing seven feet at low tide.

The principal industries are turpentine-making, stock-raising, bee-culture, hunting, and fishing. There are many natural curiosities as sinks, springs, and the like scattered through the county. The supply of drinking-water is mainly derived from cisterns, as the natural flow is strongly impregnated with lime.

The St. Mark's Railroad from Tallahassee, in Leon County, to St. Mark's, is twenty-one miles long; through time, one hour and forty-five minutes.

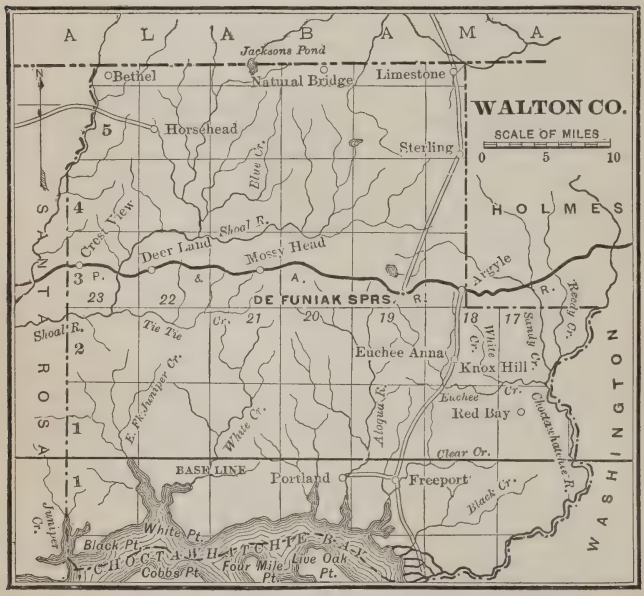
Dist. fr. Tallahassee.			Dist. fr. St. Mark's.
0	Tallahassee	21	
4	Belair	17	
16	Wakulla	5	
21	St. Mark's	0	

For connections at Tallahassee (see p. 53).

Walton County.

Area, 1,360 sq. m.—Lat. 30° 20′ to 31° N.—Long. 85° 52′ to 86° 39′ W.—Population (1890), 4,811.—Pop. (1880), 4,201.—Assessed valuation (1888), $1,122,755.—County seat, De Funiak Springs.

Walton County is bounded on the north by Alabama, east by Holmes and Washington Counties, south by Choctawhatchee Bay and the Gulf of Mexico, and west by Santa Rosa County. The land is mainly covered with pine woods, flat



near the coast but high and rolling to the northward. The soil is for the most part sandy with clay near the streams.

The land is highly productive and large shipments are annually made of cotton, corn, sugar, vegetables, fruits, and tobacco. Stock-raising, especially sheep, is extensively followed and is on the increase. This industry was originally introduced by a colony of Scotch Presbyterians who settled in the Euchee Valley in 1823, and whose descendants still

remain among the most prosperous and thrifty farmers of this region.

The Pensacola & Atlantic division of the L. & N. Rd. crosses the county from east to west. The stations within and near the county are as follows:

		70	Ponce de Leon (*Holmes Co.*)	134	
		77	Argyle	128	E
Dist. fr. River Jc.		81	De Funiak Springs	124	∧ Dist. fr. Pensacola.
		94	Mossy Head	109	
	V	101	Deerland	102	
	W	110	Crestview	93	
		114	Milligan (*Santa Rosa Co.*)	89	

For continuation of this route to Tallahassee, etc., eastward, see p. 40; westward to Pensacola, p. 87.

Washington County.

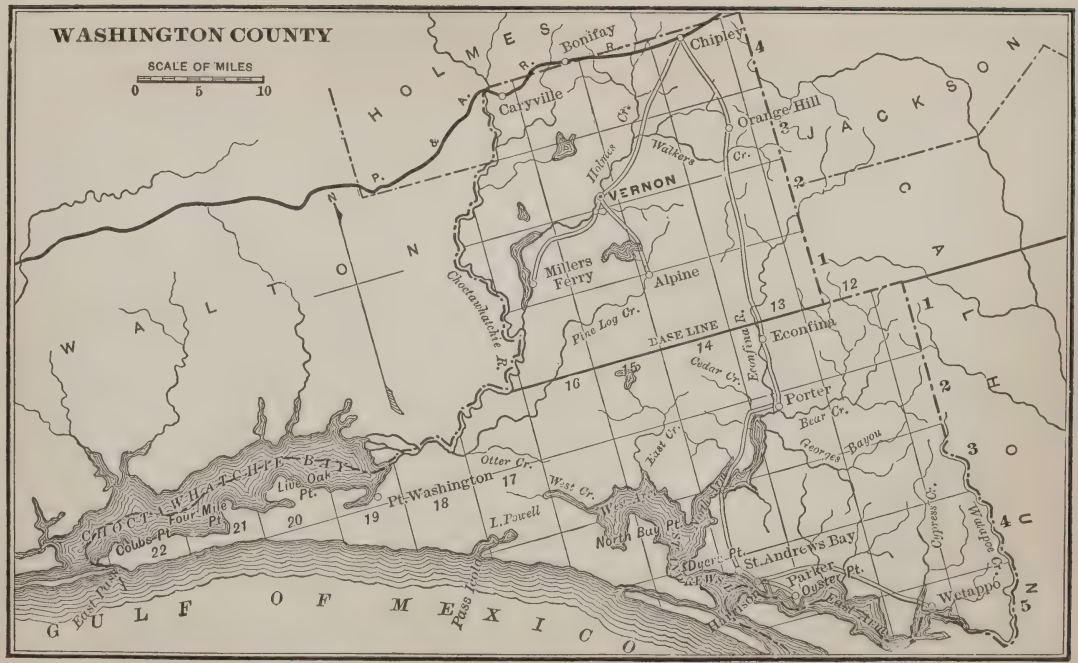
Area, 1,330 sq. m.—Lat. 30° to 30° 40′ N.—Long. 85° 20′ to 86° 32′ W.—Population (1890), 6,416.—Pop. (1880), 4,089.—Assessed valuation (1888), $759,537.—County seat, Vernon.

Washington was one of the original counties organized after the United States acquired the territory of Florida. Holmes and Jackson Counties bound it on the north, Jackson and Calhoun on the east, the Gulf of Mexico on the south, and Walton County on the west. The principal exports are cotton, timber, and cattle. The soil is in the main sandy, with alluvial bottoms and hammocks along the rivers. Some of the cultivated portions of the county have been tilled by whites for nearly half a century, and from time immemorial by the aborigines who preceded them. The sheep-growing industry has developed here, as in the neighboring counties, during recent years, and bids fair to become a very profitable branch of farming. The fine bay of St. Andrew's and its vicinity offer exceptional attractions to sportsmen.

The Western division of the Florida Central & Peninsula Railway closely follows the northern boundary line. The stations are:

		34	Cottondale (*Jackson Co.*)	171	
		44	Chipley	161	E
Dist. fr. River Jc.		53	Bonifay	152	∧ Dist. fr. Pensacola.
		61	Caryville	144	
	V	63	Westville	142	
	W	71	Ponce de Leon	134	
		77	Argyle (*Walton Co.*)	128	

For continuation of this route eastward to Tallahassee and Jacksonville see p. 41; westward to Pensacola see p. 40.


WASHINGTON COUNTY
SCALE OF MILES
0 5 10
HOLMES
JACKSON
WALTON
WASHINGTON
GULF OF MEXICO
Bonifay
Chipley
Caryville
Orange Hill
VERNON
Millers Ferry
Alpine
Econfina
Porter
Choctawhatchee R.
Econfina R.
Pine Log Cr.
BASE LINE
Cedar Cr.
Bear Cr.
Otter Cr.
East Cr.
West Cr.
Pt. Washington
Live Oak Pt.
Four Mile Pt.
Cobbs Pt.
L. Powell
North Bay
St. Andrews Bay
Dyer Pt.
Parker
Oyster Pt.
Pass
East Pass
Cypress Cr.
Econfina Cr.
Wetappo
Walkers Cr.
Holmes Cr.
N. P. R. R.
C. F. & G. R. R.

10. Jacksonville, Duval County (C.H.).

Population (1890), 17,160.—Lat. 30° 24′ N.—Long. 81° 40′ W.

HOTELS.—(Rates are given by the day unless otherwise stated. Where rates are omitted no reply to inquiry has been received.) *Carleton Hotel*, Rooms $1 upward; restaurant *à la carte*.—*Duval*.—*Everett*.—*Grand View*.—*Glenada*, $3 to $3.50.—*Hotel Togni*, $2.—*Lafayette*.—*Oxford*.—*St. James Hotel*, $4.—*Tremont House*.—*Windsor Hotel*, $4 *and* $5.

Special rates are usually made for permanent guests, or by the week. Besides the hotels there are nearly 100 boarding-houses, at $8 to $15 a week.

RAILROADS, STEAMBOATS, ETC.

Jacksonville, Tampa & Key West System (to St. Augustine, Indian River, Tampa, Punta Gorda, etc.). Station foot of Bridge St. (see p. 25).

Florida Central & Peninsula Railway (to Tallahassee, Pensacola, Fernandina, Cedar Key, Orlando, etc.). Station foot of Hogan St. (see p. 26).

Savannah, Florida & Western Railway (Waycross Short Line). Station foot of Bridge St. (see p. 25).

Jacksonville, Mayport & Pablo Railway & Navigation Co. (to Mayport and Burnside Beach). Ferry from foot of Market St. (see p. 26).

Jacksonville & Atlantic Railroad (to Pablo Beach). Ferry from foot of Newnan St. (see p. 26).

People's Line (St. John's River Steamers). Astor's wharf, foot of Hogan St.

De Bary Line (St. John's River Steamers). Foot of Laura St.

Beach & Miller Line (to Fort George, Mayport, etc.). Tyson & Co.'s wharf, foot of Pine St.

Clyde Line (New York, Charleston & Florida Steamship Co.). Astor's wharf, foot of Hogan St.

Tramways, with cars at five minute intervals, run through Bay St. eastward, two miles to the river bank below Commodore's Point, where there are a racecourse and one or two hotels, mainly for transient resort. Good view across and down the river. Westward the Bay Street line crosses McCoy's Creek into the suburbs. A cross-town line runs out Pine St. to the Sub-tropical Exposition grounds and beyond, and another out Laura St., two miles to the suburbs of Somerville and Warren; uniform fare, 5c.

Carriage rate from railroad stations and steamboat landings to any part of city 25c.; luggage 25c. per piece.

Livery.—Carriages and saddle-horses may usually be best engaged through the hotel clerk; there are, however, many excellent livery stables where, if desired, special terms may be made. The following are approximately the prevailing rates: Saddle-horses, 75c. to $1.50 an hour, $3 a day; single teams, $1.50 an hour, $4 a day; double teams with driver, $2 an hour, $5 upward a day.

Boats and Launches may be found at the foot of Market St.; row-boats, 25c. an hour; with attendant, $2 to $5 a day. Special bargains must be made for steam launches and the like, or for protracted expeditions.

POINTS OF INTEREST IN JACKSONVILLE.

The Sub-tropical Exposition (p. 104).

City Water-works (p. 104).

Post Office, Bay St., cor. Market.

Banks (hours 9.30 A.M. to 2 P.M.).—Bank of Jacksonville.—First National Bank of Florida, cor. Bay and Ocean Sts.—State Bank of Florida.—National Bank, State of Florida, 16 West Bay St.—National Bank of Jacksonville.—Florida Savings Bank and Real Estate Exchange.—Ambler, Marvin & Stockton.

Cigar Manufactories.

Fibre Works.

Churches.—Baptist, Rev. Mr. Plummer.—Congregational, Rev. R. T. Hall, Hogan St.—Episcopal, St. John's, Duval St., near Market.—Methodist, St. Paul's, Rev. J. B. Anderson, Duval St., cor. Newnan.—Methodist, Trinity, Rev. W. S. Fitch, Monroe St. and City Park.—Presbyterian (North), Rev. S. W. Paine, Ocean

St.—Presbyterian (South), Rev. Dr. Dodge, Newnan St.—Roman Catholic Father Keeny, Newnan St. There are also a large number of small congregations, mainly negroes, scattered through the city.

The Sub-tropical Exposition. The buildings for this annual exhibition of the products of Florida are in the City Water-works Park, on Hogan Street, about three quarters of a mile from the river, fifteen minutes' walk from Bay Street and the principal hotels. Tramcars run out Hogan Street (fare 5c.). The exhibition proper is usually open from early in January till about April 1st; 25c. general admission; 50c. on special occasions, gala nights, and the like. The buildings are open at all times, however, as some objects of interest always remain, even when the exhibition is closed. Among these are the tropical plants within the building, the living manatee or sea-cow in the artificial lake, with deer, and sometimes other Floridian animals and birds in an enclosure to the west of the main building.

In connection with the exhibition are the **Jacksonville Water-works.** The supply is drawn from artesian wells. The first of these was driven in 1883, and the last and deepest in 1889. The water is impregnated with sulphur, and emits a slightly unpleasant odor when it reaches the air. This odor disappears almost immediately, and the water, as delivered to the service-pipes, is pure and wholesome. The strata penetrated by the last and deepest boring, 1,020 feet, were as follows: Sand, 20 ft.; clay (phosphatic), 2 ft.; coquina, 20 ft.; blue clay, 300 ft.; fossil limestone, 2 ft. (small flow of sulphur water, 8 to 10 gallons a minute); blue clay, 100 ft.; fossil rock, 30 ft.; flinty rock, 6 ft.; open lime rock, yielding a strong flow of water, 100 ft.; hard, sandy limestone, 350 ft., with a constantly increasing flow of excellent sulphur water. The maximum flow is 2.333 gallons a minute, at a temperature of 78° on reaching the surface.

Shops. The principal stores are on Bay Street, running for a mile near and parallel to the river. All the ordinary wants of travellers can be supplied here at prices but little in advance of the prevailing rates in Northern cities, and it is often easier to purchase articles here than to bring them from a distance.

Drives. Within the city pleasurable driving is limited to

the wooden pavements which now cover most of the principal streets. As these are pleasantly shaded, and in the main bordered with pretty residences, they are quite popular. Outside the city the shell road is the favorite drive. Follow Pine Street to Eighth Street, one and one-half mile from the Court House; turn to the left, and follow Eighth Street, which presently merges in the Moncrief Springs Road. This may be followed to its junction with the shell road, through the La Villa precinct, and so back to town, eight miles. The Old King's Road, a relic of the days of English rule, is still in fairly good order for several miles out, and so is the Panama Road, following the north bank of the river toward its mouth.

On the south side of the river are charming drives on excellent shell roads. Cross the river by ferry from foot of Newnan Street (moderate extra charge for horses and carriages); follow direct road from wharf one-quarter of a mile, turn slightly to left, and cross railway. This is the old road to St. Augustine and beyond, constructed under the administration of the British Governor, James Grant (1765). Permission may be obtained at the gate lodge, one mile from ferry, to drive through the private grounds of Villa Alexandria. Eastward the road leads to Devins Point, Arlington Creek, etc. It is recommended not to diverge far from the shell roads, as the sand makes heavy work for horses. In the saddle, however, any of the wood roads may be comfortably followed.

History.

The site of Jacksonville became important to aboriginal tribes long before the advent of Europeans. At this point the St. John's River, after flowing for more than two hundred miles in a tortuous northerly course, makes a sharp bend to the eastward, and falls into the ocean twenty miles below the city. The elbow of the river formed a natural rendezvous for tribal expeditions for war or the chase, and the existence of shell and burial mounds in the vicinity attests its frequent, perhaps permanent occupation. The Indians knew it as "Wacca Pilatka," Cow's Crossing, whence its

early English name, "Cow's Ford." The French and Spaniards were not road builders, but during colonial times the English built what was known as the King's Road from St. Augustine and points still farther south. Cow's Ford was the natural crossing point, and the King's Road served as the highway for the pioneer. The early Indian and Spanish wars antedated the existence of Jacksonville. During the war for independence on the part of the Northern Colonies, Florida was, if anything, royalist in sentiment.

In 1816, Florida, having passed again from British to Spanish rule, one Lewis Z. Hogans, a settler on the south side of the river, married a Spanish widow, Doña Maria Suavez by name, who held a grant of two hundred acres on the present site of Jacksonville. Moving to his wife's land, Hogans was ready to reap the benefit of the tide of immigration that began in a small way soon after the transfer of the territory to the United States in 1819. A ferry was established, and an inn opened in 1820, by John Brady, and by 1822 it became necessary to plan for the future. Streets were accordingly laid out, and a town government was organized.

The town was formally incorporated in 1833, and named after General Andrew Jackson, Governor of Florida prior to its organization as a territory, and afterward President of the United States. Until 1835 the town grew with considerable rapidity, but with the outbreak of the Seminole War (see p. —) in that year its prosperity was checked. It became for the time a place of refuge; blockhouses were erected and a garrison was maintained, until 1842, when the Seminoles were subdued.

With the return of peace, the town resumed its growth. It was the natural port of entry for all traffic from the ocean, and the distributing point for such overland commerce as sought an outlet by sea. In 1860 the population was 2,118, the lumber interest had assumed important proportions, and, as a shipping point for all Florida produce, Jacksonville was without a rival. The Civil War (1861 to 1865) checked this era of prosperity.

The Confederate authorities garrisoned the place, but no considerable measures were taken for its defence. On March

11, 1862, the United States gunboats, Ottawa, Seneca, and Pembina crossed the bar at some risk. The next day, with several lighter draft vessels that had joined, the squadron steamed up to Jacksonville, which was peacefully surrendered by the city authorities. The small Confederate force that had been in possession retreated to the interior. The report of Lieutenant T. H. Stevens, commanding the United States squadron, avers that he found many smouldering ruins of mills, houses, and other property that had been recently burned, while the Confederates charge the destruction of property to the Federals.

Fortifications were erected and it was announced that the place would be permanently held by United States forces. Under this assurance a meeting of citizens, held on March 20th, repudiated the ordinance of secession, and called for a convention to reorganize a State government under the laws of the United States. Four days afterward, March 24th, there was another meeting, pursuant to adjournment, at which a call for a convention was issued in due form.

Notwithstanding all this, however, there came an order on April 10th, withdrawing the whole force, and sending it North on what was deemed more important service. Many of the inhabitants who had declared their allegiance to the United States Government feared to remain, and were given transportation to the North.

On October 4th of the same year Jacksonville was again occupied for a short time by a Federal force under General Brannan, and again abandoned.

An expedition, consisting of the First Regiment of South Carolina Volunteers, Colonel T. W. Higginson commanding, and a portion of the Second South Carolina Volunteers, under Colonel Montgomery, reoccupied Jacksonville on March 10, 1863. These troops were negroes, lately slaves, and were recruited in South Carolina. They were among the first of the regiments of colored troops afterward organized in the service of the United States. Jacksonville was at this time merely a picket station, a considerable body of Confederate troops being encamped some eight miles to the westward. The purpose of this expedition, as stated in the report of

General Saxton, was to establish a base of operations in Florida, and harass the enemy more by inviting enlistments of negroes than by active operations. The three transports conveying the troops came up the river under convoy of a gunboat. No opposition was met with, the transports made fast to the wharves, and the men jumped ashore without waiting for the gang-plank. There was much consternation among the few remaining inhabitants, on the unexpected arrival of the dreaded negro soldiers, but, as a general thing, they were kept well in hand during the period of their stay.

On March 23d, the Confederates mounted a gun on a platform car, and ran it down the track within range of the city. On the next day the experiment was repeated, and several buildings were struck by shells. On March 26th, a strong reconnoitering party marched out along the railroad, under command of Colonel Higginson. They had a brush with the enemy, losing a few men about four miles from the town. To the surprise of all connected with the expedition, an order for the abandonment of Jacksonville was received, and on March 31st the United States forces were withdrawn. At this time there occurred an act of vandalism, the responsibility for which could never be fixed. A mania for firing buildings seemed to seize upon the stragglers and camp followers who managed to escape from the control of their officers. A high wind was blowing, and Jacksonville was almost wholly destroyed. The fleet steamed away, leaving the place in flames. Even at the North the management of this expedition, involving, as it did, the needless occupation and abandonment of a partly loyal city, provoked severe condemnation.

On the afternoon of February 7, 1864, the few remaining inhabitants of Jacksonville, not much more than one hundred souls in all, saw the not unfamiliar spectacle of a gunboat, with her crew at quarters in front of the city. A few shots were fired by the small detachment of Confederates on duty, when companies of the Fifty-fourth Massachusetts and the Eighth United States Colored Troops landed and took possession. This was the most formidable expedition that landed at Jacksonville during the war, numbering about five thousand men, well supplied with cavalry and artillery.

Pausing only long enough to land their material, and leaving an adequate garrison, the command pushed on at once along the line of the railroad toward Lake City, and met the crushing defeat at Olustee, described under Route.

The defeated Federals fell back upon their fortifications at Jacksonville, and occupied them until the close of the war in 1865. The river was patrolled by gunboats, and no serious attack was afterward made by the Confederates.

Immediately after the restoration of peace, large quantities of cotton, which had been stored for safety in the surrounding country, sought Jacksonville as a convenient port of shipment, and since that time her commercial prosperity has been assured.

Jacksonville has been a popular winter resort for Northern visitors ever since it became readily accessible to travellers. The tract on which it stands was originally what is known as rolling pine land, having good surface drainage to the river in front, and to McCoy's and Hogan's Creeks on either side. The natural drainage, however, is mainly through the sandy soil, into which the heaviest rains disappear at once, leaving the surface practically dry. The streets and public squares are well shaded with live oaks, water oaks, and other native trees, and in the gardens of many of the private houses are orange, lemon, lime, magnolia, and other semi-tropical trees and shrubs generally unfamiliar to the Northern visitor.

Many of the orange trees in the streets and elsewhere are of the bitter variety, cultivated merely for ornament and shade. The fruit is not usually considered edible, though it is used in the preparation of certain beverages, preserves, and the like.

The uninitiated Northern visitor often learns the difference between sweet and bitter oranges by practical experience, for he is told to help himself freely from any of the trees in the public streets or squares.

The climate of Jacksonville is that of the North Florida Atlantic sea-coast (see p. 377). The city is near enough to the ocean to enjoy its influence in regard to temperature, while the force of the northeasterly gales that are occasion-

ally experienced is sensibly diminished by the intervening belt of timber.

As a centre from which excursions can be made, Jacksonville is especially convenient, since all the principal railroad and steamboat lines diverge from this point (see p. 103).

The principal streets are paved with the Wyckoff cypress pavement, laid with cross sections of cypress logs set on end, arranged according to size, and having the interstices filled with cement. The streets not so paved are deep with the native sand of the locality, or perhaps rendered a degree less impassable by means of certain waste material from the fibre factories. Wooden sidewalks are almost universal, except on the main business streets.

Excursions.

11. Jacksonville to St. Augustine.

J., T. & K. W. Ry., 36 miles by railway (1 hour 40 minutes).

The train passes almost directly from the station to the fine drawbridge across the St. John's River. This bridge was opened in 1889. It is of steel throughout, with a total length of 1,320 feet. The draw is 320 feet long.

South Jacksonville occupies the point of land formed by the bend in the river. It has 800 inhabitants, and is becoming an attractive suburb. It contains many handsome residences. Here terminated the southern section of the Old King's Road from St. Augustine, built by the English under the administration of Governor Grant (1765). The road is still in use. It may be seen to the left of the track as the train moves away from the river. For a short time the line passes through a scattered growth of oaks, magnolias, and other hard wood trees, interspersed with occasional orange groves. Then it enters the pines, slightly rolling at first, but gradually falling off into the flat woods and belts of hammock that border the sea-coast. For stations and distances see p. 85. Between Jacksonville and St. Augustine there are no important towns, but the soil is productive, and considerable shipments of agricultural products are made. Between

Sweetwater and Bayard the line crosses Arlington Creek, a tributary of the St. John's. A little south of Sampson it passes near St. Mary's pond, shortly after which the prairies bordering the Tolomato River, open to the south and east, and soon the towers and orange-trees of St. Augustine are visible beyond.

Tourists whose time is limited, may visit St. Augustine and return to Jacksonville the same day, having about five hours for sight-seeing.

Engage a carriage at the station. Drive to principal points of interest (see p. 133). Visit Fort Marion (see p. 157). Lunch, inspect the Alameda group of hotels, visit Anastasia Island or the North Beach (connection by rail with the latter from Union Station). To accomplish all this in five hours admits of no loitering, and is not recommended. So hasty a visit should only be undertaken rather than lose a look at the ancient city altogether.

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12. Jacksonville to Fernandina.

By F. C. & P. Ry., 37 miles (1 hour 40 minutes).

Passing through the suburbs of Jacksonville, the line runs nearly due north, crossing Trout Creek (five miles) a short distance above its junction with the St. John's. Three miles farther Cedar Creek is passed, and beyond this is the rolling pine forest of Duval County. Six miles north of Duval station is Nassau River (see p. 131), and at Hart's Road Junction, the line curves to the eastward. The station takes its name from a contractor who cut a military road through the then unbroken forest during the early Indian wars. Six miles farther it crosses Amelia River on a trestle whose predecessor was burned during the Civil War (see p. 129), and then turns to the northward, soon coming in sight of Fernandina.

Tourists who have but a short time at their disposal may drive about the city and see the chief points of interest during the five or six hours that intervene before the return train. For description of Fernandina and vicinity see p. 127. Consult local time-tables.

13. Mayport and Burnside Beach.

Part steamboat, part rail. Ferry from foot of Pine Street, Jacksonville. Boat connects with Mayport & Pablo Railway & Navigation Co. at both ends of line. Twenty miles (1 hour 15 minutes). Fare, 50c.; round trip, $1. Consult local time-tables.

The river below Jacksonville is described in detail, p. 117. The steam ferryboat from Market Street rounds Commodore's Point, and connects with the Mayport & Pablo Railway on the south bank of the river, three miles. Landings are sometimes made on signal, at intermediate wharves. The conspicuous grove at the mouth of Arlington Creek, is Empire Point, sometimes called Devins' Point, the country seat of General A. S. Devins, of Boston.

The railway soon enters the pine woods, and for ten miles there are only occasional openings. The line then crosses a wide prairie intersected by Pablo Creek and Mt. Pleasant Creek. The clumps of dark cedars scattered along the prairie mark the site of shell mounds, the work of prehistoric Indian tribes.

Beyond the prairie the train enters a fine palm hammock. Here the newly arrived visitor from the North often makes his first acquaintance with the lofty cabbage-palm in its native habitat. The hammock extends to the edge of the beach. The train runs directly to a platform connected with the Pavilion and hotels, where good entertainment can be had. *Burnside Beach* is largely frequented by excursionists from Jacksonville and the interior (Palmetto Hotel, $7 to $10 a week). The beach is at present making slowly out to seaward, so that there is quite a stretch of dry sand before the hard, level, wave-washed bathing-beach can be reached. Looking south one may see the large hotel at Pablo Beach, six miles (see p. 114). Wheelmen often ride from Burnside or Mayport to Pablo Beach, whence there is a railway back to Jacksonville. The beach is admirable for driving, but teams should be secured by telegraph to avoid delay. In arranging for a walk or ride between Pablo and Burnside, the time of tide should be considered, and the start made just after the tide has begun to run ebb. This will insure a

roadway of ample width for several hours, or until the tide again approaches high water mark.

From Burnside the train backs to Mayport, two miles, keeping just inside the line of sand dunes, between which pretty glimpses of the ocean are caught from time to time.

Mayport, at the mouth of the St. John's River, is so called from the name given by the French, in 1562, "La Rivière de Mai," before the Spaniards took possession. There is no large hotel in the place, but meals and rooms can be had at the Burrows House, near the railroad.

The town has about five hundred inhabitants. There is much picturesque life to be seen along shore among the fishermen and men engaged in constructing mattresses for the jetties (see p. 117). Toward the sea-beach are numerous summer cottages, belonging, for the most part, to city residents. From the lighthouse a good view of the river is obtainable.

The fishing industry at Mayport is of considerable importance. Shad begin running up the river as early as January, and are taken in seines in large quantities; as many as ten thousand are said to have been taken in one day. There is a tradition among fishermen at the river mouth that shad are never known to go to sea again. At all events, that they are never taken going out. Some of the fishermen believe that the shad perish in the upper reaches of the river. The shad season continues till April, and, when perfectly fresh from the water, the fish compare favorably with their Northern brethren.

The sand composing the Mayport dunes is of a peculiarly white, fine quality. It drifts like snow across the railroad, and great mounds move to and fro, sometimes burying houses and trees in their course. Near Mayport the Spaniards built a fort which was taken and destroyed by Domenique de Gourgues, in 1565 (see p. 120).

The conspicuous group of buildings on a large shell mound on the opposite side of the river is a mill for grinding shells for fertilizing purposes. It is possible sometimes to purchase Indian relics from the superintendent or workmen, but the supply is very uncertain. Small boats may be

hired at Mayport or Pilot Town, with or without attendants, to explore the neighboring shores and inlets.

Fort George Island and Batten Island are on the opposite side of the river, and may be reached by row-boat or ferry.

A pleasant excursion from Jacksonville is to go to Mayport by rail as above, and return by boat, or *vice versa*. Tickets are available by either route.

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14. Pablo Beach.

Hotel, *Murray Hall*, $2.50 to $4 a day. By Jacksonville & Atlantic Railroad, ferry from foot of Newnan Street, Jacksonville, 17 miles (fifty-five minutes).

The line is nearly straight to the eastward, from South Jacksonville, passing a few unimportant stations in the pine forest, and crossing a wide prairie just before reaching the coast. The village of Pablo is mainly a seaside resort, with a fine hotel, and a superb bathing-beach three hundred feet wide at low tide. The seaward slope of this beach is only eight inches in one hundred feet, so that to the eye it is apparently level, and as the beach is absolutely free from irregularities, the bathing is safe, even for children. Sand dunes covered with beach-scrub and occasional cabbage-palms define the shore line, and for a mile these are crowned with cottages, hotels, and other buildings suited to a seaside resort, among them a sanitarium belonging to a large Catholic institution of Jacksonville. The large hotel, Murray Hall, is cleverly contrived to give its guests all possible advantage of its fine situation, the parlor windows commanding an outlook to sea, northward up the beach to Mayport, and southward till the breaking surf and the gray beach disappear in the haze.

Carriages and horses for riding and driving on the beach can be had from a well-furnished livery stable, at reasonable rates. Visitors for the day have ample time for an exhilarating drive on the beach in either direction, and it is possible even to drive to Burnside or Mayport, and return to town either by boat or rail from one of those points.

15. Jacksonville to Green Cove Springs.

By J., T. & K. W. Ry. from foot of Bridge Street, 29 miles (1 hour 15 minutes), or by steamboat.

By consulting local time-tables, connections can be made, so as to vary the trip, going by rail and returning by boat. It is recommended to return by boat, as the afternoon hours are pleasant on the river. For description of this part of St. John's River see p. 184; for Green Cove Springs see p. 187.

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16. Fort George Island.

This is the most southerly of the Sea Islands, lying just north of the St. John's River. It is most directly reached by boat down the St. John's from Tyson & Co.'s wharf, foot of Pine Street, Jacksonville. If preferred, however, the tourist may go by rail to Mayport (see p. 112), and cross thence in a small boat. The steamers land at Pilot Town, on Batten Island. Here are a number of cottages and houses, at some of which board and lodging may be obtained at $7 to $10 a week. A short distance west of the steamboat wharf is a Coquina ruin, of no great antiquity, but interesting for its picturesqueness. Others of the same kind are scattered about the neighborhood. On this island was the Spanish fort gallantly taken by De Gourgues and his Indian allies, as described on p. 124.

If a visit to Fort George is intended, it is well to telegraph in advance for conveyances, to K. Spencer, Postmaster, Fort George. The roads on these islands are smooth, hard, and level, winding among a magnificent hammock growth, with occasional glimpses of the sea, or of extensive island-studded prairies.

A causeway crosses the creek to Fort George Island, one of the most attractive localities on this part of the coast. It is in area about two miles square. The eastern shore facing the ocean has a broad stretch of white sand beach, backed by a range of high dunes generally covered with scrub. The heavily wooded central ridge of the island rises to a considerable height. The highest point is Mount Cornelia, on

which is an observatory, whence is a fine outlook over the neighboring marshes, rivers, and ocean. The square top of this observatory is visible twelve to fifteen miles at sea. The hill, or "mount," on which it stands is the most prominent natural landmark anywhere on the Southern coast, and has been, since the days of the early explorers, the mark by which the entrance to the St. John's River was recognized by mariners.

The island was originally settled by one McQueen, a Scotchman, who probably named it after some locality in his native land. Then it was purchased by a wealthy Southerner, Kingsley by name, who made it an ideal plantation of the old school, maintaining an army of slaves, and largely cultivating cotton and other marketable products. The homestead, somewhat modernized, still stands, with its negro quarters and outbuildings near the northern end of the island, with a fine avenue of venerable moss-draped cedars in front and along the river side.

After the Civil War the family, pressed for money, sold the whole property for $7,500, and shortly afterward four hundred acres were sold to a Boston company, who erected a large house—the Fort George Hotel—which for many years was a favorite resort for Northern visitors. This was burned May 1, 1889, and has not yet been rebuilt. Many handsome private houses have been built at desirable points along the sea front, and many wealthy Northern people make this their home during the winter months.

The whole island is intersected with a charmingly irregular network of roads, admirable for riding, driving, or walking, and there are few more enjoyable experiences in Florida than an exploration of these magnificent woods.

17. St. John's River.

Called Welaka (chain of lakes) by the Indians, Rivière de Mai by the French (1562), St. John's River by the Spanish (1564). This is the largest stream in Florida. It rises in a vast tract of uncharted and unnamed lakes and marshes near the Atlantic coast in Brevard and Osceola Counties, about in latitude 28° 10′ N., and flows northward, in a direction generally parallel to the coast, but exceedingly tortuous when considered in detail, a distance of nearly three hundred miles. It falls into the sea in latitude 30° 25′ N., between Fort George and Batten Islands on the north, and the mainland on the south. Between this point and St. Augustine Inlet, forty-two miles south, the mainland abuts upon the ocean, a condition rarely found on the South Atlantic sea-coast. Almost everywhere else a system of islands or peninsulas lies a short distance off the coast, affording sheltered navigation by an inside route. In this case the St. John's River goes far to make good the lack of the usual channel, for vessels drawing five feet can ascend about two hundred and thirty miles, where they are only about seven miles from the tide-water of Indian River.

The bar at the mouth of the river is one of the most treacherous on the coast, although the construction of jetties was begun in 1880 and still continues. Prior to this large sums were ineffectually expended in dredging. The original plans called for about one thousand feet of jetties, extending in an easterly direction from deep water inside the bar. It was thought that the scour of the tides would thus keep clear a channel of ample width, and with 15 feet depth at low water. The jetties had been carried out, according to the latest official figures, more than 3,000 feet on the north side of the channel, and about 7,000 feet on the south side. The contractor reports 20 feet at high water. The mean rise and fall of the tide at the bar is 4 feet 6 inches.

St. John's River Light is a red brick tower with black lanterns, 80 feet above sea level, showing a fixed white light of the third order, visible 15 miles at sea (Lat. 30° 23′ 37″, Long. 81° 25′ 27″).

Approaching from sea and looking southward along the beach, the houses and wharves of Mayport are seen on the left, with the works on shore where the jetty mattresses are made and launched. Farther to the south are the hotels and cottages of Burnside Beach and Pablo Beach (see p. 114). On the right of the entrance are Batten Island and Fort George Island (see p. 115) joined by a causeway. The cluster of buildings is on Batten Island. It includes the pilot and telegraph station, and some interesting and picturesque old Coquina ruins. On both points of the river mouth forts were erected about 1566 (see p. 124). After crossing the bar, the most conspicuous natural object is St. John's Bluff, with precipitous sand-slopes toward the river, and crowned with dense woods. Elsewhere on all sides stretch wide marshes, beautiful in color at times, and dotted here and there with tree-covered islands, which are often shell mounds of unknown antiquity, sometimes containing relics of prehistoric races much sought after by the antiquarian.

Just under the bluff a small creek makes into the river from the southward. This is navigable for row-boats for several miles, and at flood tide affords a pleasant trip, particularly in the afternoon, when the shadow of the bluff falls across it from the westward. About five miles up are ruins of abandoned rice plantations, with old sluice-gates, and evidences of former cultivation. St. John's Bluff is believed to be the site of old Fort Caroline, subsequently Fort Mateo (see p. 121). Traces of ancient fortifications of considerable extent still exist, mingled with the half-obliterated earthworks thrown up by the Confederates during the Civil War. The bluff has been washed away by the river, carrying with it the remains of the old Spanish citadel and the main works. The position was fortified by the Confederates in the winter of 1861–62. On September 17, 1862, a fleet of six United States gunboats crossed the bar, and for some hours vigorously shelled the woods and batteries about St. John's Bluff. They dismounted or disabled some of the guns, and damaged the breastworks. No landing was attempted.

On October 2, 1862, an expedition consisting of seven gunboats from Commodore Dupont's fleet, and escorting a de-

tachment of 1,500 troops, attacked the Confederate fortifications on St. John's Bluff. The Confederates soon abandoned the works, leaving 9 guns and a considerable quantity of munitions of war, which fell into the hands of the Federal forces.

Beyond St. John's Bluff the river widens to three-quarters of a mile. Pablo Creek and Mount Pleasant Creek find their way through the marshes from the southward in the order named, and Sister's Creek, Hannah Mills Creek, and Cedar Point Creek from the northward in the order named. These are all navigable for several miles, but are not attractive except to sportsmen, as they are for the most part bordered by marshes. A wooded shore, with a settlement known as the *Shipyard*, borders the river for a mile above St. John's Bluff. A chain of marshy islands occupies the middle of the river for about two miles, with Clapboard Creek and Brown's Creek on the north shore. Beyond Long Island, the last of the marshy series, the river widens into Mill Cove, and bends to the southwest. Dame's Point Light appears about two miles distant. This is an iron structure, painted red, with white upper works, standing on a shoal in mid-stream, with deep water on both sides. It shows a fixed white light, visible eleven miles. A mile below the light is Yellow Bluff (P. O., New Berlin), a village of a dozen houses, standing among trees on a bluff some thirty feet high.

Above this the stream widens to near two miles, with the channel close to the northern shore, and trends to the northward and westward. Dunn's Creek enters from the eastward two miles above Dame's Point, with a peculiar group of pine trees on its eastern bank. One mile farther is Drummond's Point, between Cedar Creek on the east and Drummond's Creek on the west. Here the river turns again to the southward, and St. John's Mills is seen about two miles distant. The stream that enters from the westward is Trout Creek. At the south side of its mouth is Sandfly Point, and opposite, across the St. John's, is Reddies Point, marshy near the water, but with high land and numerous houses among the trees at a little distance.

The next stretch of river is about four miles, trending

southward. Just south of Reddies Point is Chaseville, a small town with a wharf. The easterly bank is high and heavily wooded. Here Pottsburg Creek enters from the eastward. On the west bank, four miles distant, is Commodore's Point, with Jacksonville showing beyond. On the south bank is the landing of the Jacksonville, Mayport & Pablo Beach Railway & Navigation Company. Opposite Commodore's Point is Arlington River, with the village of Arlington to the north of the mouth, and Empire Point, with General A. S. Divens' residence opposite. Many other handsome country places line the east bank of the river in this vicinity. Rounding Commodore's Point the city is in sight, with the bridge of the Jacksonville, Tampa & Key West Railway system crossing the river to Oklahoma and South Jacksonville. For description of Jacksonville and vicinity see p. 103.

Domenique de Gourgues.

There is not in all history material for a more romantic, pitiful, tragic, and heroic drama than was enacted along the placid reaches of the lower St. John. Somewhere beneath these shifting sands may still lie the stone cross, carved with the fleur-de-lis of France, that Jean Ribaut raised when he discovered the river in 1562. Fragments of arms and armor are still found from time to time on the sites of the old Spanish forts.

The first discoverers made their welcome harbor here on the first day of May, and named the river in honor of that month, but the name subsequently given by the Spaniards superseded "La Rivière de Mai" of the Huguenots.

Perhaps Ribaut took a rose-colored view of the land after his long sea-voyage in a crowded ship, but he certainly was enamoured of the climate and country. "To bee short," he wrote in his journal, as done into English (the original is not known to exist), "it is a thing unspeakable to consider the things that bee seene there, and shalbe founde more and more in this incomperable land" (Hackit's Eng. Translation of 1582). He did not long remain here, however, but, on June 25, 1564, another French squadron of three ships

under Ribaut's lieutenant, René de Laudonnière, anchored off the bar, and were welcomed by Satouriona, the powerful chief of thirty neighboring villages. The Indians had carefully preserved, and even sacrificed to Ribaut's cross with its mystic symbols. St. John's Bluff is the supposed site of Fort Caroline, which the French forthwith proceeded to build. The climate at once exercised its spell upon the members of the expedition even in the heat of July, and their accounts of the region are enthusiastic. Venerable Indians were said to have been seen who claimed to be two and a half centuries old, and expected to live thirty or forty years more. The Indians, after some demur, helped in building the fort, which is depicted by Le Moyne, the special artist of the expedition, in his illustrated narrative. The Indians were agriculturists, though, like all savages, they had their intertribal wars, and Satouriona was glad of European allies. When the fort was finished the French Protestants, eager for gold as were their Spanish contemporaries, pushed their explorations inland, and formed other Indian alliances. Complications and threats of war followed, and during the winter of 1564–65 dissatisfaction, conspiracy, and mutiny developed in the little garrison of the fort. Laudonnière fell ill, provisions ran short, the mutineers took possession under the leadership of one Fourneaux, and plans were formed for buccaneering expeditions against the Spanish West Indies. After a partly successful, but finally disastrous cruise, the buccaneers returned to Fort Caroline, and three of the leaders were tried and executed. Their bodies were hanged on gibbets as a warning to future mutineers.

By May 1, 1565, the French neared the end of their resources. In a land ready to yield an hundred-fold not an acre had been tilled. The hospitality and resources of the Indians were well-nigh exhausted, and the colony watched wearily for reinforcements that had been promised from France.

By dint of threats and persuasions, Laudonnière managed to wrest provisions enough from the Indians to carry his men through the summer. They were building a new ship, in the

hope of escaping from the now hated land of their exile, when, on August 3d, four ships appeared in the offing, which proved to be the English squadron of Sir John Hawkins, who had been on a successful slave-hunting expedition to the coast of Guinea. Hatred of the Spaniard was a sentiment common to French Huguenot and English freebooter, and the visit of Hawkins seemed most opportune. He warned them of an intended Spanish attack, renewed their store of provisions, and sold them a ship in which, with their other vessels, they might hope to reach France. Preparations for departure were hastened, when, on August 28th, another fleet appeared. It was Ribaut with the long-expected reinforcements. All seemed favorable for the establishment of a prosperous colony, when, to quote a graphic sentence from Parkman, "at half-past eleven on the night of Tuesday, September 4th, the crew of Ribaut's flag-ship, anchored on the still sea outside the bar, saw a huge hulk, grim with the throats of cannon, drifting toward them through the gloom; and from its stern rolled on the sluggish air the portentous banner of Spain." It was the San Pelayo, flagship of Pedro Menendez, accompanied by five other vessels bearing five hundred soldiers, and commissioned to exterminate the Lutheran colony. The French ships were not ready for a night engagement, so when the Spaniards cleared for action, they slipped their cables and escaped to sea, keeping up a running fire as they went. Menendez pursued, but the French outsailed him, and when he returned he found such preparations made for defence that he dared not risk an attack. Accordingly he sailed southward, rejoined the rest of his squadron, and founded St. Augustine (see p. 135). Here, then, were two "Christian" colonies on the edge of an unknown continent, three thousand miles from home, each plotting for the other's destruction.

Ribaut was the first to make a move. After a council of war, he sailed for St. Augustine with almost all his able-bodied men on September 10th, was caught in a hurricane and wrecked near Cape Canaveral. Nearly all escaped with their lives, but were brutally massacred by the Spaniards at Matanzas (see p. 178). The paltry garrison under Laudon-

nière left in Fort Caroline numbered nearly two hundred, few of them fit to bear arms, and sheltered behind a half-dismantled fort. When Menendez, from the redoubt at St. Augustine, saw the French straining every nerve to work off shore in the teeth of an easterly gale, he conceived and acted upon the bold idea of destroying Fort Caroline during their absence. Contrary to the advice of his officers and priests, he marched on this hazardous errand with five hundred men. The storm continued, but at daybreak on September 20th, after an arduous march of three days, during which only the iron will and fanatical exaltation of Menendez prevented open revolt, they found themselves in sight of Fort Caroline. Vigilance was somewhat relaxed by the guards as day drew on. Menendez, seeing his opportunity, gave the word, and his men rushed, shouting their war cry "Santiago!" upon the nearly defenceless Frenchmen. Resistance was made only by a few. Laudonnière, Le Moyne the artist, and Challeaux the carpenter, all of whom wrote accounts of their experiences, escaped to the woods, where they were joined by others, twenty-six in all, and succeeded eventually in reaching the small vessels anchored inside the bar. At the fort the work of extermination was concluded with the conscientious fidelity that characterized the religious wars of the period. One hundred and forty-two souls were slain, and their savagely mutilated remains piled upon the river bank. Fifty, including women, infants, and boys under fifteen were spared.

It was generally reported and believed in France that Menendez hanged a number of those who had surrendered, and placed over them this inscription: "I do this not as to Frenchmen, but as to Lutherans."

Leaving a strong garrison in the captured fort, which was renamed San Mateo, Menendez marched back to St. Augustine, where he was soon destined to deal with others of the hated Lutherans.

On September 25th, the escaped survivors of the Fort Caroline massacre sailed for France in two vessels, and, arriving in due course, spread the news of the savage deeds of the Spaniards throughout the kingdom.

There was boundless indignation in France, but the king —Charles IX.—was afraid of his powerful neighbor, and would do nothing to avenge the insult. When his policy of inaction became evident, a private gentleman of France, a tried soldier, Domenique de Gourgues by name, resolved to take the matter into his own hands. He purchased three vessels with his own means, equipped them, manned them with one hundred and eighty soldiers and sailors, and set forth on a crusade as romantic and more desperate than that for the Holy Sepulchre. It was not until he reached American waters early in 1568 that he told his men the true purpose of the expedition, and succeeded in an impassioned speech in arousing their enthusiasm and gaining their consent. Passing within sight of the Spanish forts on the St. John's, exchanging salutes with them, indeed, De Gourgues sailed to the St. Mary's River or thereabout, and landing found the Indians ripe for war against the Spaniards. The chief was Satouriona, formerly the friend of Ribaut.

It took the Indians three days to muster for the onslaught and perform their usual incantations. Then, leaving a small guard with the ships, de Gourgues and his Indian allies moved to the attack by way of Amelia Sound, to what is now Fort George Island.

The Spaniards had partly completed a fort near the present site of Pilot Town, and to this de Gourgues first directed his attention, keeping his men concealed till the tide ebbed, so that they could wade the inlet. Fortune favored his movements, and at noon he dashed upon the unfinished defences with such vigor that not one of sixty Spaniards within the works made his escape. Olotoraca, a young chief, the son of Satouriona, who accompanied de Gourgues as guide, shed the first blood. Leaping the ditch with a French pike in his hand, he transfixed a Spanish cannoneer just as he was discharging his gun. The surprise and the victory were complete, and, save a few reserved for a more terrible fate, in remembrance of the acts of Menendez, all were put to the sword.

On the opposite shore, near where Mayport now stands, the Spaniards had another fort, which at once opened fire on

the victorious French. One of de Gourgues' boats capable of carrying eighty men, was pushed across under fire, and, burning with hatred for the Spaniard, the Indian allies of the French, each holding his bow and arrows above his head, dashed into the water and swam to the south bank. The sight was too much for the Spaniards; they forsook the fort, and attempted to reach the forest, forgetting in their panic that the French had already landed. De Gourgues met them with his arquebusiers and pikemen, and, before they could rally for an organized onset, the Indians swarmed across the sands and attacked with such fury that the French could only rescue fifteen to be reserved for a more deliberate vengeance.

The next day was Sunday—the Sunday after Easter—and the Lutherans kept it by making scaling-ladders for the assault on Fort San Mateo. The Indians held the woods back of the fort so effectually that no Spaniard could venture outside the works. Nevertheless, a spy in Indian disguise was sent forth by night, but was instantly detected by Olotoraca. This man reported that there were 260 men in the garrison, and de Gourgues made preparations to attack on Tuesday morning. The Indians were placed in ambush on both sides of the fort, while the French men-at-arms advanced after daybreak along the river side, taking to cover when the Spanish culverins opened upon them. With singular want of prudence the Spaniards sent out a strong reconnoitring party, which was cleverly entrapped by the French and killed to a man. Conscience must have had something to do with the action of the rest of the garrison, for many of them had participated in the butchery of the Lutherans on this very spot three years before. At all events, they gave way to panic and fled to the woods on the side away from the French. Here they were instantly surrounded by whooping savages, and the French coming upon them from the rear, their extermination was soon complete. Spanish authorities claim, however, that some few made good their escape.

It will be remembered how Menendez was said to have hanged his prisoners, and placed over their bodies the inscrip-

tion: "Not as to Frenchmen, but as to Lutherans." It was the Frenchman's turn now. De Gourgues had with difficulty saved the lives of a number of his late antagonists. He caused them now to be brought before him. "Did you think," he said, according to his own account, "that so vile a treachery, so detestable a cruelty, against a king so potent and a nation so generous, would go unpunished? I, one of the humblest of gentlemen among my king's subjects, have charged myself with avenging it. Even if the Most Christian and Most Catholic[1] Kings had been enemies at deadly war, such perfidy and extreme cruelty would have been unpardonable. Now that they are friends and close allies, there is no name vile enough to brand your deeds, no punishment sharp enough to requite them. But since you cannot suffer such punishment as you deserve, you shall receive all that an enemy can honorably inflict, to the end that others may learn to preserve the peace and alliance that you so treacherously and maliciously violated. Having said this," the narrator writes, "they were hanged on the same trees where they had hanged the Frenchmen," and above them was nailed this inscription, burned with a hot iron on a pine board: "I do this, not as to Spaniards, nor as to 'Marannes,' but as to traitors, robbers, and murderers." (Marannes was a semi-contemptuous term then applied to Spaniards.) Thus was the ill-fated Huguenot colony avenged.

De Gourgues and his Indian allies destroyed the forts, returned in triumph to his ships and sailed for France, where he received a popular ovation, but, will it be believed, was coldly received by the King and Court, who were under the spell and terror of Spain. He was even obliged for a time to remain in concealment to escape Spanish vengeance, but finally his services were recognized as a defender of French honor; he was restored to royal favor, and when he died was eulogized as one of the bravest soldiers of his time.

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[1] For several centuries the Kings of France and Spain were known respectively by these titles.

20. Fernandina. Nassau Co. (C. H.).

Pop., 4,000.—Lat. 30° 40′ N.—Long. 81° 26′ W.—Mean rise and fall of tide, 6 feet. See county map, page 66.

The Egmont Hotel, $2 upward, special rates for permanent guests, open at all seasons.

Railroads, Steamers, etc.—The Florida Central & Peninsula Railroad affords direct communication with Jacksonville, Tallahassee, Cedar Key, Orlando, Plant City, etc. (see p. 67), and consult local time-tables.

The steamers of the Mallory line make weekly trips to and from New York, leaving New York on Fridays. Time, 48 hours. Cabin passage, including room and table, $23.

Coastwise steamers ply daily through Cumberland Sound to and from the Georgia ports.

History.

The harbor of Fernandina, the finest on the coast south of Chesapeake Bay, was known to the early explorers, and was probably used by them as a safe anchorage. De Gourgues made it his base of operations against the Spaniards in 1568, when it was the head-quarters of an Indian tribe able to muster some three thousand warriors. It was not until 1808 that a permanent settlement was established by the Spaniards. During the period of the embargo under Jefferson's administration it assumed considerable importance as a sea-port. In 1818, just after the second war with England, a movement known as the Patriot War was inaugurated, with the secret connivance of the United States Government, and its first act was the capture of Fernandina, the Spanish garrison offering no resistance worth mentioning. The leader of this movement was one McGregor, a Scotchman, who forthwith inaugurated a period of prosperity for Fernandina by making it a head-quarters for the freebooters who still infested the Spanish main. McGregor was before long forced to abdicate, and the collapse of the "Patriot army" soon followed.

Fernandina grew slowly to be a place of some importance. The railroad was opened in 1861, and at the outbreak of the Civil War the inhabitants numbered about two thousand.

Long before this the town was well fortified against an attack by sea. Fort Clinch, the most important of the defensive works, was completed prior to the Civil War, and, being without a garrison, was promptly seized by the Confederates

in 1861. It is a pentagonal structure of brick and concrete, with bastions and detached scarps, loopholed for musketry. The armament at that time included two large rifled guns, and twenty-seven 32-pounders.

The permanent works were flanked with water batteries, and strengthened with sand embankments under the supervision of competent military engineers. A battery of four guns was erected on Cumberland Island.

Approach by sea was impracticable in the face of these guns, and in view of the tortuous channel. The harbor, however, was important to both parties, as it afforded a haven for blockade-runners considerably nearer than any other to the neutral ports at Bermuda and on the Bahamas. The Confederate garrison was about two thousand strong, under command of General J. H. Trapier.

On the morning of August 6, 1861, the inhabitants of the city were called to arms and to witness a race between the United States Ship Vincennes and the Alvarado, a prize of the Confederate privateer Jeff Davis. The latter was making for the bar under all sail, but was forced ashore, abandoned by her crew, and afterward fired by boat crews from the Vincennes, it being obviously impossible to set her afloat again. In February, 1862, an expedition was organized at Port Royal by Commodore Dupont, U. S. N, and sailed on the last day of that month for the capture of Fernandina. The fleet consisted of nineteen vessels, mainly gunboats of light draught.

On reaching the upper end of the sound Commodore Dupont anchored to wait for the tide, and there learned from an escaped negro slave that the garrison at Fernandina was already abandoning the town and fortifications. The lightest and fleetest gunboats were immediately despatched down the Sound under Commander Percival Drayton to prevent destruction of property if possible, while the rest of the fleet took the outside passage. Cumberland Sound proved too shallow, however, and only the Ottawa could get through. Drayton went aboard of her and pushed on. As he passed Fort Clinch, a boat's crew was sent to hoist the American flag as a signal to the fleet. A white flag was displayed at

Fernandina, but shots were fired at the Ottawa, and a railway train drawn by two engines was discovered just moving off. It was naturally supposed to contain troops, and an exciting chase ensued, as the track was for some four miles within range of the river. The Ottawa endeavored to disable the engines with her large rifled gun, but the train had the advantage of speed, and eventually left the gunboat behind, escaping across the bridge. A steamer, the Darlington, crowded with refugees, was less fortunate, being captured by the Ottawa's boats.

It is significant of the then existing conditions of warfare that Commander Drayton was a native of South Carolina, while John Brock, captain of the captured steamboat, was a Vermonter.

It subsequently appeared that the Confederate authorities had attempted to remove all the inhabitants under the mistaken idea that they were in danger of brutal treatment from the captors.

Of the United States forts seized by the Confederates, Fort Clinch was one of the first to be regained by Government forces. The occupation of Fernandina restored to Federal control the whole of the sea-coast of Georgia, and afforded a convenient base of operations against Jacksonville and St. Augustine.

After the capture of the Darlington, the Ottawa steamed up the St. Mary's River as far as King's Ferry, fifty-two miles, to reconnoitre, and while returning was fired upon by infantry, said to have been the Twenty-ninth Mississippi Regiment, in ambush on shore. The fire was instantly returned at short range with grape-shot, and with such deadly effect that no further opposition was experienced. Several men were wounded on board the Ottawa.

21. Amelia Island,

on which Fernandina stands, is thirteen miles long, and from one to two and one-half miles wide. It is low and flat, or only gently undulating, with marshes along the inland shore, but heavily wooded to seaward. Outside of the woods is a belt of sand-hills and scrub, and beyond these a fine beach of hard white sand on which it is a luxury to walk, ride, or drive.

A pleasant walk may be taken by following either the ocean beach or one of the roads leading north from the hotel. The village of *Old Fernandina*, where the first settlement was made, is about a mile and a half from the present city.

A mile farther is Amelia Island Lighthouse, with the keeper's dwelling pleasantly situated among trees on a bluff about fifty feet higher than the sea level. The light was originally established in 1836. The present tower was built in 1880. It is 58 feet high, and the lantern is 112 feet above the sea level. It shows a white flash-light at intervals of 90 seconds, visible at sea 16½ nautical miles. From the lighthouse to the extreme northern point of the island is two miles, an easy and pleasant walk along the ocean beach, save at high tide, when the hard belt of beach is under water. (See maps, pp. 24 and 26.)

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22. Amelia River

enters Cumberland Sound just inside the northern end of Amelia Island. It is an arm of the sea separating the island from Tiger Island and the mainland of Florida. This portion of the strait is North Amelia River. It connects with South Amelia River through Kingsley's Creek, a narrow passage with only two feet of water at the "divide" where the tides meet at the southern end of the creek. Sharpies and small boats can pass at any time. Six feet draught can be taken through from sound to sound at high water. The South Amelia is narrow and crooked, bordered by extensive marshes. It receives two navigable tributaries, Lanceford Creek and Bill's River, the latter running northward into the St. Mary's through Jolly River after a tortuous course of seven and one-half miles. (See maps, pp. 24 and 26.)

23. Nassau Sound

is formed by Amelia and Little Talbot Islands, the inlet between them being one mile and a half wide. The sound itself is three-quarters of a mile wide for about two miles, and then divides, forming South Amelia River on the north and Nassau River on the south. The entrance is obstructed by shifting sands, which make out to sea one mile and a quarter, and are marked by a can buoy in twenty-four feet of water. There is good anchorage under the south point of Amelia Island. (See maps, pp. 24 and 26.)

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24. Cumberland Sound.

The entrance to this sound is almost exactly a mile wide between Cumberland Island on the north and Amelia Island on the south. The sound itself, with an average width of about a mile, is nine miles long, and affords an inside passage between the mainland of Georgia and Cumberland Island, to St. Andrew's Sound and the Cumberland River. Six feet draught can be carried through at low water, but the passage is variable, owing to shifting sand, and a pilot is necessary for all vessels of more than two feet draught.

Viewed from the offing, Cumberland Island appears to be divided, but both parts are in reality joined by a stretch of low land, which becomes visible on nearer approach.

Near the southern end of the island formerly stood Dungeness House, the home of General Nathaniel Greene, of the Continental army. In recognition of his conspicuous services in the Revolutionary War, the State of Georgia gave him this fine estate, which was for many years occupied by him and afterward by his heirs. During the Civil War both sides respected this historic mansion. When Fernandina was occupied by United States Troops, a safeguard was placed on the property, and the following order posted at the entrance:

This property, belonging originally to General Nathaniel Greene, a Revolutionary hero and a native of Rhode Island, is now the property of his grandson Mr. Nightingale. It is hereby ordered and enjoined upon all who may visit this

place to hold everything about the place sacred, and in no case disturb or take away any article without a special order from Flag Officer Dupont or General Wright.

Thus protected, the old mansion survived the dangers of the time, only to be accidentally burned some years afterward. Subsequently the property was purchased by its present owner, who removed the ruin and erected a modern structure in its place.

Cumberland Sound is almost wholly surrounded by marshes through which numerous tributaries find their way. The most important of these is St. Mary's River, on which is the town of St. Mary's, Ga., about three and one-half miles from the mouth. A work of improvement by means of jetties was begun in 1881 by United States Army engineers, intended to establish a depth of twenty-one feet at mean low water. The jetties are only partially completed, and a large portion of them are still submerged. The outer ends are about three thousand feet apart, and the outer portions of the jetties are parallel. The St. Mary's River has its source far back in the interior, and for a long distance it forms the boundary between Florida and Georgia. It is easily navigable for sea-going vessels for ninety-three miles, but high woods shut off the wind, so that it is difficult for sailing craft. Jolly River is a navigable arm some six miles long, and nearly parallel to the lower reach of the St. Mary's. Reed's Bluff is a conspicuous hill of white sand, seven miles above St. Mary's. Twenty-seven miles above St. Mary's is a cut-off, practicable for small boats at high water, which lessens the distance by several miles. There are no special points of interest on the river, but there are several lumber mills and logging stations, rarely visited by tourists. These, after leaving Reed's Bluff, are Port Henry, Wild's Landing, Brickyard, Germantown, Woodstock, King's Ferry, Orange Bluff, Camp Pinckney, Calico Hill, and Trader's Hill, which is at the head of navigation. Pleasant excursions up the river may be made in launches from Fernandina, and fairly good shooting may be had for water-fowl in the season. At King's Ferry are stores where ordinary supplies may be obtained.

30. Saint Augustine. St. John's County.

Population, 10,000.—Lat. 29° 53′ 7″ N.—Long. 81° 17′ 12″ W.—Mean rise and fall of tide, 4 feet.

HOTELS.—(Rates are given by the day unless otherwise stated.) *Alcazar*, rooms $2 upward; restaurant *à la carte*.—*Carleton House*, $3.—*Cordova*, $4 upward.—*Florida House*, $3.50 to $4.—*Hernandez*, $2 to $3.—*Magnolia*, $3 to $4.—*Plaza Hotel*, Rooms 50c. to $2.—*Ponce de Leon*, $5 upward.—*San Marco*, $4. Special rates usually made for permanent guests, or by the week. There are many good boarding-houses, at $8 to $15 a week.

RAILWAYS.—The lines to Jacksonville (p. 85), Palatka (p. 84), and Tocoi, all of the J., T. & K. W. system, and the North Beach Railway, converge at the Union Station, Malaga Street. The St. Augustine & South Beach Railway on Anastasia Island is reached by ferry from Central Wharf, near the Plaza. Carriage rate from stations to any part of city 25c.; luggage, 25c. per piece.

Livery may generally be best engaged through hotel clerk. Saddle-horses, $1 an hour, $3 a day; single teams, $1.50 an hour, $4 a day; double teams with driver, $3 an hour, $5 upward a day.

Boats with attendants, 25c. to $1 an hour, $2 to $5 a day; to be found at Central Wharf, near Plaza. Special terms must be made for steam launches or for sail boats for long excursions.

Guide and hunter, James Ponce, $3 to $5, according to services required, a day.

Churches.—Baptist, Sunday service, 10.30 A.M., 7.30 P.M., in Masonic Hall.—Episcopalian, Trinity Church, south side of Plaza. Sunday service, 10.30 A.M., 7 P.M.—Methodist, Grace Church, Cordova and Carrière Streets, Sunday service, 10.30 A.M., 7 P.M.—Presbyterian, St. George Street near Bridge, Sunday service, 10.30 A.M., 7 P.M.—Roman Catholic, St. Joseph's Cathedral, north side of Plaza, Sunday service, 6, 8, and 10 A.M., 4 P.M.

Young Men's Christian Association.—Rooms in Lyon Block, corner St. George and Alameda Streets.

POINTS OF INTEREST IN ST. AUGUSTINE.

Fort Marion (p. 157).
Museums (p. 166).
St. Francis Barracks, etc. (p. 165).
Hotel Ponce de Leon (p. 168).
The Alcazar (p. 172).
The Cordova (p. 172).
Sea Wall, etc. (p. 156).
The City Gates (p. 173).
The Catholic Cathedral (p. 156).
The Plaza (p. 155).
Post Office, northern end of Plaza.

Banks.—First National, north end of Plaza (hours 9.30 A.M. to 2 P.M.).—St. John's County Savings Bank, Hotel Cordova (hours 9 A.M. to 3 P.M.)

Shops.—The best stores are in the Alcazar, on the Plaza or its immediate vicinity, or on St. George Street, all within 10 minutes of Plaza.

Physicians may be called by telephone from all the hotels.

History.

As the earliest permanent settlement of Europeans within the present territory of the United States, San Augustin, as the Spaniards wrote the name, will always be of exceptional interest to Americans. In a degree it has claims also upon Spaniards, upon the English, and upon the French, for all of them have, at one time or another, fought for it or against it.

The early navigators were lured to Florida by stories of wealth and magic that met them before even they had sighted the shores of the continent. It is curious that the fabled "Fountain of Youth" should have crossed the ocean in advance of the Spanish ships, and yet we have the testimony of Peter Martyr, in an address to the Pope, to the effect that the existence of such a fountain was well attested and believed by the explorers themselves. There was, indeed, a better foundation for this fable than for the tales of gold that always accompanied it. There are a score of springs in Florida, any one of which might easily impress an ignorant or superstitious beholder with the idea of supernatural virtues. Probably native descriptions of those marvellous springs had much to do with Ponce de Leon's undoubted belief in the legend. He was growing old, and with the prospect of wealth and renewed youth before him, it was no wonder that he was eager to test the truth of every story that reached his ears. So it came to pass that he landed, and claimed "Pascua Florida" for his Most Catholic Majesty the King of Spain, a few miles north of St. Augustine. The exact locality can never be known, but it could not have been far from Seloy, a considerable Indian town on the site of the present city. Hardly had the Spaniards made a landing, when they were set upon by such a formidable band of Indians that they were glad to escape to their boats, carrying with them, fatally wounded, their gallant old commander. This was on April 3, 1512, and, as it is not likely that so large a war party of Indians could have been hastily rallied at a distance from some large town, we may safely assume that Ponce de Leon made his great discovery and received his death-wound al-

most within sight of the spot where the French Huguenot, René de Laudonnière, landed fifty-two years afterward (June 22, 1564). Laudonnière translated the native name Seloy into French, inadvertently, perhaps, and named the estuary La Rivière des Dauphines, because of the numerous porpoises or "dolphins" that then, as now, made it their feeding-ground. The French, however, sailed away in search of a more promising location, and eventually built Fort Caroline on the St. John's River (see p. 118).

This French expedition was the immediate cause of the Spanish settlement at St. Augustine. It was essentially a Protestant colony, sent out under the patronage of Admiral Coligny, and with the assent of Charles IX., then king of France. When news of the building of Fort Caroline reached Madrid, great was the wrath of the Spanish king and his courtiers. It was bad enough that the Spanish rights of discovery should be invaded, but that the invaders should be heretics was more than Catholic human nature could endure. Pedro Menendez de Aviles, a devout and bigoted religionist, a brave, cruel, and uncompromising soldier, was commissioned to exterminate the French Colony. His compact with the king bound him to transport to Florida 12 priests, 4 Jesuit fathers, 100 horses, 200 horned cattle, 400 sheep and goats, 400 swine, and 500 slaves. He agreed to establish two or three towns, each of 100 families, and was to have the title of Adelentado, or governor, and Marquis, with various other privileges and emoluments.

With 2,600 men in 11 vessels he sailed, and on September 7, 1565, anchored in the River of Dolphins with about half his fleet.

"On Saturday, the eighth day of September," writes Fray Francisco Lopez de Mendoza, Chaplain of the fleet, "the day of the Nativity of Our Lady, the General disembarked with numerous banners displayed, trumpets and other martial music resounding, and amid salvos of artillery. Carrying a cross, I proceeded at the head, chanting the hymn *Te Deum Laudamus*. The General marched straight up to the cross, together with all those who accompanied him, and, kneeling, they all kissed the cross. After this, possession was formally

taken in the name of his Majesty, and the officers all took an oath of allegiance."

To the many Indians who watched these ceremonies all this must have been a wonderful sight. The chaplain says that they imitated whatever they saw done, kneeling, crossing themselves and bowing as they saw the Europeans do.

The Indian village of Seloy, or Selooe, stood where the city now is, and it must have been a place of considerable importance. The chief was friendly, and assigned quarters to the soldiers in a large building situated near the shore. Fatigue parties were instantly set to work, and, almost before the kindly chief knew what was doing, a little Spanish fort stood in the midst of his village, with guns in position, and sentries walking their beats in regular European style. From that day to this St. Augustine has been the abode of Europeans. After the devout custom of the Spanish explorers, the place was at once named in honor of the Saint of that day, who providentially was a very distinguished Saint, namely, Aurelius Augustinus, easily the greatest of the four fathers of the Christian Church (A. D. 354 to A. D. 430). He was Bishop of Hippo Regius, the ancient seat of the Numidian kings, and his memory and teachings are still cherished alike by Catholics and Protestants.

Eighty cannon were forthwith landed, and the post was speedily put in a state for defence.

On September 10th the French ships came down from the St. John's in the night, and, according to the good chaplain before quoted, were only prevented from capturing the vessels and all who were left on board, by the special interposition of Our Lady of Bon Secours d' Utrera, who, in answer to the prayers of the frightened mariners, descended in person upon one of the vessels, bringing a breeze that enabled all to escape. Further than this, the good lady, or some other power, caused a terrific gale to arise, which wrecked the French fleet before it could regain the St. John's.

Now was Menendez's opportunity. He promptly despatched five hundred men, knowing that the garrison at Fort Caroline must be greatly weakened, surprised and captured the fort, and put to the sword those of the garrison whom he

did not hang (see p. 123). This success was followed by the surrender and execution of most of the shipwrecked Frenchmen at Matanzas Inlet (see p. 178).

On September 28, 1565, St. Augustine set the example that has since been followed by nearly every town in the State—it had a great fire. The quarters occupied by the garrison were consumed, with large quantities of stores and provisions. Incendiarism was suspected, but never proved. Work was begun immediately on a regular fortification, the Spaniards having before them a wholesome fear of French vengeance for the recently perpetrated massacres. Moreover, it was learned presently that about two hundred Frenchmen still survived, and had fortified themselves at Canaveral —probably north of the present Cape of that name. Against this fort Menendez presently moved, and one hundred and fifty of the garrison surrendered, and for some inexplicable reason were courteously treated as prisoners of war.

The winter that followed was a most trying one to the garrison, increased as it was by the accession of the French prisoners. The Indians, friendly at first, had been estranged, as usual, by cruel treatment from the Spaniards. No one could go outside the fort to hunt or fish without danger from an ever-vigilant and preternaturally crafty foe. It is credibly stated that more than one hundred and twenty of the garrison were thus killed, including several officers.

At this crisis, while provisions were growing scarce, Menendez went to Cuba for relief. During his absence the garrison mutinied, and not even his return sufficed wholly to restore discipline. Altogether some five hundred men returned to Cuba, Mexico, and Spain, and for the first time in history Florida was denounced to intending settlers as barren, swampy, and unproductive.

The fort was completed before spring, but by June provisions again ran short, and but for the timely arrival from Spain of a fleet of seventeen vessels with 1,500 men and ample supplies the attempt to colonize Florida must have been abandoned. Juan de Avila was admiral of this fleet, and with him he brought to Menendez a welcome letter from his royal master, Philip II., wherein the "retribution you

have visited upon the Lutheran pirates" was warmly commended. In the meantime, operating from St. Augustine, as head-quarters, several colonies were planted, and, leaving affairs in a seemingly prosperous condition, Menendez caused to be built a 20-ton "frigate," of very light construction, in which he sailed for Spain, making the run to the Azores, more than three thousand miles, in the remarkably short time of seventeen days. He was received with high honors by Philip II., but in the meantime vengeance was brewing in France, and before Menendez could return to St. Augustine, the soldier of fortune, Domenique de Gourgues, had captured the Spanish forts on the St. John's, and avenged the massacre of the Huguenot colony (see p. 120).

Shortly after this Menendez returned from Spain to find the garrison at St. Augustine again on the point of starvation and mutiny. It seems incredible that, in such a prolific land as Florida has since proved to be, no serious efforts were made to cultivate the soil, but it is certain that starvation more than once threatened the garrison at St. Augustine during the nine years that intervened before Menendez's death.

In the Church of San Nicolas, at Aviles, is a handsome monument bearing the following inscription, which is here translated to show the distinguished titles and honors held by the founder of "San Augustin:"

"Here lies buried the illustrious Cavalier Pedro Menendez de Aviles, a native of this city, Adelantado of the Provinces of Florida, Knight Commander of Santa Cruz of the order of Santiago, and Captain General of the Oceanic Seas, and of the Armada which his Royal Highness collected at Santander in the year 1574, where he died in the 55th year of his age."

After its founder's death the colony at St. Augustine was left mainly to its own resources, and soon began to learn how to take care of itself. It passed through the usual trials of a frontier town during the twelve years that followed, slowly growing, however, in strength and resources. On May 28 (O. S.), 1586, the English freebooter, Sir Francis Drake, was sailing up the coast and discovered a lookout on

Anastasia Island. "None amongst us had any knowledge of it at all," says Drake in his narrative. So an armed party was sent ashore, who discovered the fort and town, and reported accordingly. Upon this Drake landed a cannon near the head of the island and opened fire just as night fell. The first shot "strake through the Ensigne," and the second struck the wall of the fort. Darkness prevented further operations, but during the night Christopher Carleil, the lieutenant-general, made a reconnoissance in "a little rowing Skiffe," and was fired at from the fort.

Morning dawned, and, continues Drake in his narrative, "forthwith came a Frenchman, being a Phipher, in a little boat, playing on his Phiph the tune of the Prince of Orange his Song." The deserter proved to be one Nicolas de Burgoyne, who had been spared by Menendez at the time of the Huguenot massacre. He reported the evacuation of the fort. The English immediately manned their boats without waiting for full daylight, and found the French fifer's report true, the garrison of 150 men having fled in such haste that the treasure-chest, containing £2,000, fell into Drake's hands.

An advance was then made upon the town, which lay some three-quarters of a mile to the southward, but, after a feeble show of resistance, both soldiers and inhabitants fled, and Drake pillaged and burned the place, which had by this time attained quite a respectable size, with a "Hall of Justice," a parish church, a monastery, and twelve squares of dwellings and other buildings, each with its garden on the west side.

The fort (St. John of the Pines) was a rude octagonal affair of pine logs, set palisadewise, was without ditches, and is described as quite incapable of resisting such an attack as Drake could have delivered. The narrative says, in fact, "So as to say the truth they had no reason to keepe it, being subject both to fire, and easie of assault."

The English soon departed, and the Spanish governor, a nephew and namesake of the original founder, led back his colony and began the work of reconstruction.

In 1592 twelve Franciscan missionaries arrived and began systematically to work for the conversion of the Indians.

The governor had encouraged Indian settlements, and two villages had been established, known as Talomato and Tapoqui, the first being in or near the northwest part of the town, and the second a little to the northward of the fort, where was an Indian church consecrated to "Our Lady of the Milk." In 1598 the native converts began to tire of ecclesiastical restraint, and under the leadership of a young chief broke into the chapel at Talomato, which stood near the present Roman Catholic Cemetery, and killed Father Corpa while at his evening devotion. Thence they went to Tapoqui and served Father Roderiguez in like manner, permitting him, however, at his own request, to put on his vestments and say mass. He was killed before the altar, which it is said was spattered with his blood. The fierce young chief then led his band against the several other missions that had been established up and down the coast and in the interior and very nearly exterminated the Franciscan brotherhood in Florida. Of course, summary vengeance was taken by the Spaniards, who burned villages and granaries, when they could not catch the marauders themselves. The fate of the martyred priests served only to stimulate the missionary spirit among the Franciscans, and in a few years there were twenty prosperous missions in as many of the principal Indian towns with their headquarters at St. Augustine.

In 1638 the Apalachian Indians rose against the Spaniards, and many prisoners were brought to St. Augustine and set to work on the fortifications. By 1647 there were 300 householders, resident in the city, and 50 Franciscans occupied the monastery. There was a parish church with a full staff of ecclesiastics, and the fort was rebuilt on a more secure plan. Menendez the Second had been killed by Indians, and his son-in-law, Hernando de Alas, succeeded him—the last of the Menendez line.

Diego de Rebellado was Captain-General from 1655 till 1675 and during his term of office (1665) Captain John Davis, an English freebooter like his predecessor Drake, came up from Jamaica with a fleet of seven small vessels, landed somewhere south of the town and marched directly upon it with a force probably greatly superior to that of the garrison.

At all events, the town was sacked, the garrison, two hundred in number, apparently remaining in the fort, not being strong enough to make resistance or afford protection. At this time the fort was square, with bastions, and capable of a good defence. The English, at any rate, seem to have deemed it prudent to take themselves off with their plunder without attacking the fort.

Don Juan Marquez de Cabrera was appointed Governor in 1681, and took in hand energetically the work of completing the castle (see p. 158). At this time incipient hostilities began between the Spaniards in Florida and the English and Scotch in Georgia and the Carolinas, each side finding just cause for complaint in the encroachments of the other. In 1675, and again in 1685, the Governor of St. Augustine sent armed expeditions against Port Royal. The second one was successful, the Spaniards breaking up Lord Cardross' colony and plundering plantations along the Edisto River.

In 1687 Captain Juan de Aila brought from Spain the first negro slave imported to the colony, an event that was hailed with joy by the inhabitants. Menendez, it will be remembered was authorized to import five hundred slaves, but he never did it, and though the Spaniards did not hesitate to enslave Indians whenever convenient, they did not prove so tractable as negroes.

Under Don Diego de Quiroga y Losada, in 1690, the construction of a sea-wall was undertaken as a public work, and in the following year substantial aid was received from the home government. This old wall apparently extended from the castle to the present Plaza. Portions of it were visible along the middle of Bay Street until about 1860, and excavation, were it desirable, would no doubt reveal a considerable portion of the old structure, which the progress of modern improvement has covered up (see p. 156).

The year 1702 saw war formally declared between Great Britain and Spain, and James Moore, then Governor of South Carolina, a man of energetic and warlike instincts, organized an expedition against St. Augustine. The castle was now in shape to stand a siege, and preparations were made accordingly. The inhabitants removed their valuables within the

walls. Moore's attack was planned by land and sea, but the land forces under Colonel Daniel arrived first, and occupied the town without opposition. Shortly afterward the fleet of transports appeared in the offing and the castle was completely invested.

The walls were found to be too strong for the light ordnance brought by Governor Moore and two different messengers were sent to Jamaica for heavier guns. The first messenger proved inefficient, but the second, Colonel Daniel, procured the guns and returned with great expedition. In the meantime, however, two Spanish frigates appeared in the offing and Moore, thinking that Colonel Daniel could not now accomplish his mission, raised the siege and marched home, abandoning or burning his ships and firing the town as he departed. When Colonel Daniel returned with his ordnance and stores he narrowly escaped capture, not knowing that his colleagues had withdrawn. The Carolinians carried home a considerable quantity of rich booty, including vestments and plate from the churches, and thus was St. Augustine again forced to begin her career over again. There is but small doubt that had Moore awaited Daniel's return, the castle would have fallen, for the Spanish frigates had but two hundred men, who could not have afforded substantial aid. The siege had lasted nearly three months, and the beleaguered garrison was glad to have it end at any cost.

This narrow escape had the effect of inducing a more liberal policy on the part of the home government. Money and men were sent to complete and strengthen the fortifications, but in 1712 there was nearly a famine, for the provision ships failed to arrive and the Spanish colonists for some reason had not learned to make a living by peaceful means.

The year 1725 found the city with an enemy again at her gates, this time Colonel Palmer, of South Carolina. He was merely on a raid, however, and as the city was walled by this time, he could only destroy everything outside the gates.

Seven years passed. Another martial governor had appeared in the north, to wit, James Edward Oglethorpe, of Georgia. War still existed between Great Britain and Spain, and Oglethorpe, under instructions from the English Crown,

made a descent upon St. Augustine. The expedition was organized with a view to ending the partisan warfare that had so long subsisted between English and Spanish colonists. Oglethorpe held the king's commission as a general officer; a regiment of the line was sent from England to join the expedition, and several hundred volunteers were enrolled among the colonists. Four 20-gun ships and two sloops formed the naval force.

The Governor of Florida at this time was Don Manuel de Monteano, an energetic and able commander, who made every effort to strengthen his position. The population of St. Augustine was about two thousand. The garrison numbered about seven hundred and forty men, horse, foot, and artillery. There were fifty pieces of cannon in the castle—12- to 48-pounders. Don Antonio de Arredondo, an able officer of engineers, strengthened the works, and threw up intrenchments around the town, the remains of some of which are still visible.

Oglethorpe's forces rendezvoused at the mouth of the St. John's, May 24, 1739. Two Spanish forts on the river, at Picolata, had already been captured.

About two miles north of the Castle of St. Marks was an outwork called "Negro Fort," or "Fort Moosa," having at that time water communication with the castle through a tidal creek. It was originally intended as a shelter for plantation hands against the Indians, whence its name, but was subsequently garrisoned by the Spaniards. The English found it deserted, and decided to destroy it. Probably this was the result of some misunderstanding, for hardly was the work begun, when it was countermanded, and Colonel Palmer was sent with 133 men to hold the position.

On June 6th, Colonel Vanderdusen arrived with the North Carolina Regiment, having marched down the beach from the St. John's, but it was not until June 20th that the fleet took position and St. Augustine was fairly invested. On Anastasia Island, directly opposite the castle was a battery of four 18-pounders, and one 9-pounder. Two more 18-pounders were mounted on higher land. On San Matteo, or North River Point were seven more pieces, and, according

to Spanish accounts, there were thirty-four mortars in position. The remains of the principal battery on Anastasia Island can still be traced.

The town was at once rendered untenable by the English guns, and the inhabitants sought shelter in the fort. On the night of June 25th a sortie in force was made from the castle, and the insufficient garrison at Fort Moosa was overpowered after a sharp fight. Colonel Palmer, the nominal commandant, had from the first protested against being left with so few men in an exposed position out of reach of succor, and, moreover, Captain McIntosh, commanding a Highlander detachment that formed part of the garrison, was disposed to be insubordinate—facts which, taken in connection with the partial destruction of the fort, sufficiently account for its capture. Nevertheless, a stubborn resistance was made, and two assaults were repulsed. A third was more successful, and the Spaniards gained the interior of the work, where their superior numbers soon compelled submission. A few of the garrison cut their way out and escaped to the English lines, but Colonel Palmer was killed, fighting to the last. Captain McIntosh, with about twenty of his men, was captured and taken to Spain.

After this hostilities consisted mainly of an artillery duel between the castle and the batteries, resulting in small damage to either side. The walls of the old fort still bear marks of shot and shell, but the range was too great for the ordnance of that period; the missiles merely imbedded themselves harmlessly in the coquina ramparts.

Oglethorpe, indeed, counted upon starvation to compel surrender, and his hopes might probably have been realized, but for the unaccountable omission to guard Mosquito and Matanzas Inlets, thus leaving the authorities at Havana free to send supplies in response to Monteano's appeals for aid. There is some doubt as to whether the siege was raised before or after the wants of the garrison were relieved. Be that as it may, Oglethorpe and his officers believed that supplies had been received, and were satisfied early in July that it was useless to protract the siege with the means at hand. On the 10th of that month, therefore, the little army crossed

the river, and paraded—drums beating and colors flying—within sight of the castle, in the vain hope that the Spaniards would come out and fight in the open. Monteano very properly and prudently declined this challenge, and so, after a month of siege, "*La siempre fiel Ciudad de San Augustin*" was once more left to her balmy sea-breezes, with the flag of Spain floating above her ramparts.

Great credit is due to the courage, fortitude, and ready resource displayed by Governor Monteano during this siege.

Early in the spring of 1742 St. Augustine was the centre of vigorous preparations for a retaliatory expedition. A fleet of thirty vessels gathered in the harbor and outside the bar, and, about July 1st, sailed with Monteano in command to carry the war into Oglethorpe's own territory. Barring some temporary successes the expedition was a failure.

In March, 1743, Oglethorpe was again before the city gates, and so swiftly did he come that his Indian scouts overtook and slew a number of Spanish soldiers (forty according to Oglethorpe's report) under the very walls of the castle.

Oglethorpe was merely engaged in a foray, however, and after seeking in vain to induce the garrison to come out and fight, he returned as quickly as he came.

Don Alonzo Fernandez de Herrara was appointed Governor in 1755. Under his administration the castle was completed as it now stands, all save the water battery, which is of modern construction.

After a tacit suspension of hostilities a treaty was ratified whereby Florida passed into the hands of Great Britain, and in 1763 the Cross of St. George at last took the place of the Spanish lion on the flagstaff of the castle.

With English rule came an abrupt change of policy. The population of the city had, until now been semi-military, largely under pay from the crown, and correspondingly idle and worthless. Nothing whatever had been done to discover or develop the resources of the country. No sooner, however, had the English taken possession than they began to encourage immigration by publishing accounts of the soil and climate which were quite as trustworthy as some of

more recent date and finer typography. Stork's map of the city (1752) is very minute, showing every lot and alleyway in detail. Under the English flag the Castle of St. Mark became St. John's Fort.

To the Spanish residents the change of flags was unendurable, and nearly all of them emigrated at short notice, notwithstanding civil and religious liberty was guaranteed by the terms of the treaty. Such was their malicious temper that the commandant of the post, Major Ogilvie, had much ado to keep them from destroying their houses. Even the outgoing Governor uprooted and destroyed the fine garden of the official residence.

During the night of January 2, 1766, the mercury fell to 20° and, for the first time on record, lime, citron, and banana trees were killed in St. Augustine.

In the manuscript of John Gerard Williams de Brahm, in the collection of Harvard University, it appears that the number of inhabitants of St. Augustine and vicinity was 288 householders (144 of them married), and upward of 900 negroes. The coquina lighthouse, constructed by the Spaniards on Anastasia Island, was surmounted in 1769 by a wooden superstructure, sixty feet high, from which a system of signals was displayed for the benefit of mariners.

The first English Governor was Lieutenant-Colonel James Grant, of the Fortieth foot. He was appointed in 1760, and inaugurated many wise measures for the improvement of the town and colony. One of his most noteworthy undertakings was the construction of public highways leading north and south from St. Augustine. In spite of the neglect of succeeding generations these roads are still among the best in the country. During his governorship he led two considerable expeditions, the first against rebellious North Carolinians, and the second against the Cherokee Indians. Subsequently he was promoted general for services in the Royal Army during the war for American Independence.

Governor Grant retired in 1771 and was succeeded by Governor Moultrie, a brother of him who was afterward a leader in the Revolutionary War. His administration of affairs was somewhat stormy, and in 1774 he was succeeded

by Governor Tonyn, who came out from England for the purpose. In the meantime the northern colonies had revolted, and one of the first acts of the new Governor was to issue a proclamation inviting the loyalists of Georgia and the Carolinas to Florida, assuring them protection and immunity from rebel raids. As a result the population of St. Augustine and vicinity was largely increased.

The sentiment of the town was intensely loyalist, and when news of the Declaration of Independence was received, Adams and Hancock were burned in effigy in the Plaza where the monument now stands.

In August, 1775, there were several British cruisers at anchor inside the bar and a considerable garrison in the fort, for St. Augustine was a convenient station for military and naval operations. A powder-laden vessel from London, named the Betsy, lay off the bar waiting a favorable tide to run in. She was discovered by an enterprising American privateer from Carolina and captured under the very eyes of fleet and garrison. To one who knows this coast such an occurrence is easily explained. An easterly wind in connection with a heavy swell on the bar or a flood tide would render a rescue out of the question, by anything save a fleet of steam launches—perhaps not even by them. The impotent wrath of the local royalists may be imagined.

In 1778, the British garrison being small, much anxiety was caused in the royalist city by the organization of an American expedition for its capture. The plan was abandoned for some reason, and St. Augustine saw nothing of the "rebels." A successful British expedition against Savannah, Ga., was organized under General Prevost at St. Augustine in 1778, making the town gay for a time with scarlet uniforms on shore and a fleet of transports in the harbor.

After the capture of Charleston, S. C., by the British in 1780, sixty-one prominent citizens of the place were seized for their rebellious sentiments and brought to St. Augustine as prisoners of war and hostages.

The nominally full list as published in Fairbanks' "History" is as follows, and is reproduced here as of interest from the

many prominent family names that it contains. The number it will be be noticed falls four short of the alleged total:

John J. Budd.
Edward Blake.
Joseph Bee.
Richard Beresford.
John Berwick.
D. Bordeaux.
Robert Cochrane.
Benjamin Cudworth.
H. V. Crouch.
I. S. Cripps.
Edward Darrell.
Daniel Dessaussure.
John Edwards.
George Flagg.
Thomas Ferguson.
General A. C. Gadsden.
William Hazel Gibbs.
Thomas Grinball.
William Hall.
George A. Hall.
Isaac Holmes.
Thomas Heyward, jr.
Richard Hutson.
Colonel Isaacs.
Noble Wimberly Jones.
William Johnstone.
William Lee.
Richard Lushington.
William Logan.
Rev. John Lewis.
William Massey.
Alexander Moultrie.
Arthur Middleton.
Edward McCready.
John Mouatt.
Edward North.
John Neufville.
Joseph Parker.
Christopher Peters.
Benjamin Postell.
Samuel Prioleau.
John Earnest Poyas.
General Rutherford.
Edward Rutledge.
Hugh Rutledge.
John Sansom.
Thomas Savage.
Josiah Smith.
Thomas Singleton.
James Hampden Thompson.
John Todd.
Peter Timothy.
Anthony Toomer.
Edward Weyman.
James Wakefield.
Benjamin Waller.
Morton Wilkinson.

The Governor, Patrick Tonyn, as shown by an official letter to Lord St. Germain, sought "to have them treated with great contempt, and to have any friendly intercourse with them is considered as a mark of disrespect to his Majesty and displeasing to me." Nevertheless, these pestilent rebels appear to have made friends, and increased the

number of the disaffected even in St. Augustine itself. They were in custody for nearly a year, and were then sent to Philadelphia to be exchanged.

About this time, 1780, the policy of evacuating East Florida altogether began to be agitated, and an order to this effect was actually issued by Sir Guy Carleton, but subsequently revoked. The province had, in fact, grown wonderfully under British rule. The exports of East Florida (that is, of St. Augustine) amounted in 1768 to £14,078, in 1778 to £48,236. In 1781, owing largely to the Revolutionary War, they fell to £30,715. St. Augustine had been a considerable port of entry for coastwise and foreign traffic, and everything pointed to a prosperous future, when, after the Independence of the United States was recognized, the British Government, on September 3, 1783, re-ceded Florida to Spain, with the very unsatisfactory stipulation that the English inhabitants might have eighteen months of grace wherein to sell out their property, or move their effects. Almost to a man the English settlers decided to emigrate, but they did so under great hardship and loss, having been induced to settle in Florida by liberal grants of land.

During the British occupation St. Augustine became the centre of a rather select society. Among the residents, official and otherwise, were Sir Charles Burdett, Chief Justice Drayton, the Rev. John Forbes, General James Grant, Lieutenant-Governor Moultrie, William Stark, the historian, the Rev. N. Frazer, Dr. Andrew Turnbull, Bernard Romans, Esq., civil engineer, James Moultrie, Esq., and William Bartram, Esq., the Quaker naturalist and author. Barracks capable of containing five regiments were erected south of the present town, and the old city within its gray coquina walls must have been a very pleasant place of residence.

The wonderful productiveness of "Florida sand" had been promptly discovered by English gardeners, and to this day evidences of their thrift and energy are apparent, not only in the city itself but wherever the land was exceptionally good within a reasonable distance from the coast.

In June, 1784, the new Spanish governor, Zespedez by

name, took possession, and again after twenty years' absence the banner of Spain floated over the castle walls. This transfer inaugurated what was perhaps the most idyllic period of the city's history. The world went on fighting as usual, but St. Augustine had ceased to be a bone of contention. The young republic to the northward was somewhat aggressive, it is true, but the new order of things did not for a generation intimately affect the old city. Under the wise and temperate government of Don Enrique White a somewhat unique Spanish community appears to have developed. Music, dancing, civil and ecclesiastical feasts, and all the light amusements dear to the Latin heart, were celebrated during the genial winter months and the city was a veritable bower of tropical vegetation, with narrow, paved streets lined with cool gray coquina-walled houses. Within the gates no hoof of horse ever sounded. Those who could afford to ride rode in palanquins.

In 1792 the city suffered an irreparable loss in the burning of the British barracks—five large brick buildings that stood to the southward of the town.

In a most entertaining volume, entitled "A Voyage to the Spanish Main" (London, 1819), "An English Gentleman," whose name has never come to light, gives a charming picture of the city and its manners and customs at the time of his visit (1817), albeit that was almost the beginning of the end.

The second war between the United States and Great Britain (1812–1814) indicated unmistakably the manifest destiny of Florida. The young republic had acquired by purchase from France all the surrounding territory. An American, or "patriot" party was growing in strength, even under Spanish rule, and marauders, too often aided and abetted by United States officials, rendered life and property insecure.

Negotiations followed between the governments at Washington and Madrid, and as the result of a treaty ratified in February, 1821, the Spanish flag was lowered on July 10th of that year and the stars and stripes rose in its place. European residents in St. Augustine had already spread

the fame of her climate, and no sooner was the State fairly in the Union than invalids began to flock thither during the winter months.

The facilities for travel were, however, so inferior in those days that, until the establishment of coastwise steamboat routes, about 1827, no one foresaw the coming importance of the modern winter resort. For fifteen years St. Augustine enjoyed peace and prosperity, but in 1835 the Seminole War broke out, and she was again an important centre of military preparations. During this period great prosperity prevailed, stimulated, of course, by the fictitious values induced by Government contracts. War parties of Indians prowled under the very walls, and many massacres occurred in the vicinity.

In February, 1835, the mercury fell to 7° F., a point that has never been touched since. Even the wild orange-trees were killed to the ground.

Hostilities continued, with more or less danger to the inhabitants of the city, until 1842, when the Indians were finally subjugated in this vicinity or driven far to the southward among the everglades. From this time may be dated St. Augustine's prosperity as a resort for invalids and tourists, a prosperity that was not seriously interrupted until the winter of 1860, when the indications of coming civil war between the States became so marked that Northern invalids dared not risk their usual flight to the South.

Secession found Fort Marion in charge of Ordnance Sergeant Douglas, U. S. A., and, like many another of his fellows about this time, he was confronted on January 7, 1861, by a company of volunteers under orders from the Governor of the State, demanding a surrender of his charge. He had no choice but to comply, although he required a receipt for all property from the Governor's aide. By this prompt action, prior by three days, indeed, to the passage of the Ordnance of Secession, the State, and subsequently the Confederacy, secured 6 field batteries of four guns each, 20 sea-coast and garrison cannon, 31 foreign guns of various calibres, and a quantity of small arms and ammunition. The United States ensign was pulled down, not without

some unspoken misgivings on the part of the more thoughtful spectators, and for more than a year the "stars and bars" floated at the flagstaff.

On March 11, 1862, the United States gunboat Huron, Commander C. P. R. Rogers, appeared in the offing, crossed the bar with some difficulty, and approached the city under a flag of truce, as had been directed by Commodore Dupont. A white flag was soon hoisted on Fort Marion. Upon this Commander Rogers went ashore with an unarmed crew and was received by the Mayor and City Council, who informed him that the small Confederate garrison of two companies had evacuated the fort during the night. The guns of the fort were not spiked, and on recommendation of Commander Rogers the Mayor had the national ensign hoisted on the fort. The whole affair was conducted with courtesy on both sides, and an adequate garrison of United States troops was soon landed to take permanent possession. About one thousand five hundred of the inhabitants remained in the city, some five hundred having fled when it became evident that no defence would be made. On the evening before the arrival of the gunboats a number of women cut down the flagstaff in front of the United States barracks, in order to delay the hoisting of the national colors. This appears to have been the only overt act of hostility that was permitted by the cooler headed of the inhabitants, who well knew the futility of resistance under the circumstances.

Shortly after the Federal garrison had taken possession, a detail of the Tenth Connecticut Regiment was attacked by a squadron of Confederate cavalry, while acting as guards for a party of wood-cutters. The attacking party made a dash for the teams of the wood-cutters, but were driven off after a sharp skirmish. Three of the Connecticut men were killed and their commanding officer, Lieutenant Brown, was fatally wounded.

During the remaining years of the Civil War St. Augustine was merely a quiet garrison town under martial law, with the avenues of approach duly guarded and gunboats often at anchor inside the bar. The soldiers of the garrison, like the Spaniards and the English who preceded them in former

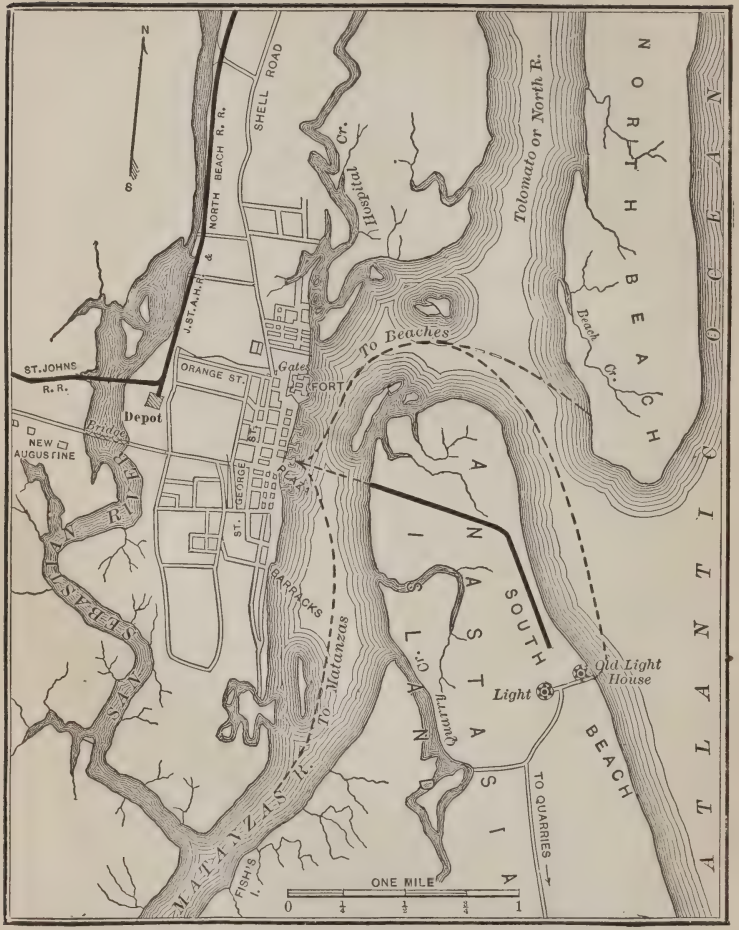
wars, enjoyed such excellent health that the sick list proved a telling advertisement for the healthfulness of the climate.

No sooner were hostilities over than inquiries began to arrive from the North as to hotel accommodations for the coming winter, and very soon the sound of preparation was heard. New hotels were built, largely with Northern capital, new and unfamiliar Paris fashions appeared with early winter along the sea-wall, and the old Spanish city entered upon a career of prosperity which soon surpassed her wildest dreams.

Description.

The city of St. Augustine stands near the southern extremity of a peninsula formed by the Matanzas and San Sebastian Rivers. The land is in the main level, low in some places, and where not cultivated is covered with the beach scrub common to this vicinity. The land approaches to St. Augustine are by no means inviting, as all three of the railroad lines thread miles of flat woods and cross other miles of prairie before the towers and spires of the city can be seen. Carriages and hotel stages are always in waiting at the station, and the drive to the city, about three-quarters of a mile, is over a delightfully smooth asphalt pavement. A wide range of choice is offered in the matter of hotels and boarding-houses.

The Plaza de la Constitucion and its surroundings form the nucleus of the city. This public square was established when the town was originally laid out. Its dimensions are very modest, though the narrowness of the adjacent streets lend it, by contrast, some apparent extent. Standing on the sea-wall and facing eastward, one looks across Matanzas River, three-quarters of a mile, to Anastasia Island with its spiral striped lighthouse, its wharf and miniature railroad train, scrub-palmetto and bushes. To the left the land drops away to a beach, where Sir Francis Drake posted a gun one evening in 1586 and pounded away, as the sun went down, at the grim old fortress opposite. Beyond the point is St. Augustine Inlet, La Rivière des Dauphines as the



ST. AUGUSTINE—MAP OF HARBOR AND BEACHES.

French Huguenot Laudonnière named it before the Spaniards set foot on its shores. Beyond this again is North Beach and the Tolomato River. To the right Matanzas River and the shores of Anastasia Island disappear in the distance.

Turning westward toward the Plaza we face the pretty stretch of greensward with its shade trees. Almost opposite, in the foreground, is the "Old Slave Market," popularly so called, though in reality the original structure was a provision market, built in 1840, and used as such until the city outgrew its accommodations. The roof and woodwork were burned in 1887, but the structure was subsequently rebuilt and serves mainly as a lounging-place. Originally the square was probably designed as a parade-ground, and as such it was certainly used by the British and by the United States troops during the Civil War.

The white coquina monument surmounted by a cannon-ball commemorates the adoption by the Spanish Cortez in 1812 of a new constitution, whence the Plaza takes its official name. The monument was erected in 1813. The inscription translated reads as follows:

"Plaza of the Constitution promulgated in the city of St. Augustine, in East Florida, on the 17th day of October, in the year 1812; the Brigadier Don Sebastian Kindalem, Knight of the Order of Santiago, being Governor. For eternal remembrance the Constitutional City Council erected this monument, under the superintendence of Don Fernando de la Maza Arredondo, the young municipal officer, oldest member of the corporation, and Don Francisco Robira, Attorney and Recorder. In the year 1813."

In 1814 Ferdinand VII. was recalled to the Spanish throne, and straightway repudiating his pledge to support the new "constitucion" ordered all the commemorative monuments that had been erected to be torn down. Alone, it is believed, the far-away province of Florida neglected to obey the royal behest. The tablets were removed as a salve to loyal consciences, but in 1818 they were replaced and so the monument fortunately survives as a curious memento of the past.

The other monument under the trees on the north side of the Plaza commemorates the Confederate dead of St. Augustine. One face bears this inscription: "Our Dead. Erected by the Ladies' Memorial Association of St. Augustine, Fla., A.D. 1872." The second: "In Memoriam. Our loved ones who gave their lives in the service of the Confederate States." On the third face: "They died far from the home that gave them birth." And the fourth: "They have crossed the river and rest under the shade of the trees." The shaft is of coquina.

The Plaza has always been, and is still the scene of public meetings. Here the men-at-arms gathered when the alarm gun was fired in the old days of the French, English, and American Wars. Here in 1776 the royalists burned Adams and Hancock in effigy, when the news, a fortnight or more old, came from distant Philadelphia that the Declaration of Independence had been signed. Here the Florida Volunteers fell in on a January morning of 1861 and marched to take possession of Fort Marion, and thence subsequently they marched away to four years of fratricidal war and final defeat. And here, finally, after peace was restored, the Declaration of Independence was read before a mass meeting of approving citizens. On the right, or north side of the Plaza is St. Joseph's Cathedral, built under Spanish rule and finished in 1701. It was burned in 1887, and immediately rebuilt, enlarged, and most tastefully improved by Messrs. Carrière & Hastings, architects. Thus the cathedral could not, even had it escaped the flames, have claimed a remote antiquity, even in the American acceptation of the term. Its predecessor, however, dated back to 1682 or thereabout, one of the old bells, still preserved, bearing that date and the legend SANCTE—JOSEPH—ORA—PRO—NOBIS.

On the left is the modest spire of Trinity Church, episcopalian, and beyond are the post-office, and the towers of the great Ponce de Leon and Cordova hotels. To the north and south at either hand stretches the sea-wall, terminated at the south by the United States Barracks and at the north by Fort Marion.

The Sea-Wall. Some protection against the inroads of the


T. A. H. R. & NORTH BEACH R. R.
CARRERE
ST.
SEBASTIAN
AV.
ORANGE
ST.
GROVE
AV.
North
City
ROHDE
AV.
WASHINGTON
ST.
MULBERRY
ORANGE
ST.
WATER
ST.
ROAD
SHELL
JOXNER
SHENANDOAH
CLINCH
CLELAND
ST.
TOLOMATO LANE
CUNA
ST.
SPANISH
ST.
HYPOLITA
ST.
GEORGE
ST.
FORT ST.
CHARLOTTE
ST.
Sea Wall
ST.
1
2
3
4
5
6
7
8
9
10
11
12
A Y
N
SCALE
1/8
1/4
1/2 Mile

STINE.

1. Depot.
2. San Marco Hotel.
3. Warden's.
4. Cemetery.
5. Fort Marion.
6. Gateway.
7. Museum.
8. Methodist Church.
9. Magnolia Hotel.
10. Opera House.
11. Hernandez Hotel.
12. Florida House.
13. Bath House.
14. Court House.
15. Yacht Club.
16. Bank.
17. Cathedral.
18. Bishop Moore's.
19. Studios.
20. Hotel Ponce de Leon.
21. Alcazar.
22. Hotel Cordova.
23. Post Office.
24. Old Market.
25. Plaza.
26. Plaza Basin.
27. Plaza Hotel.
28. School.
29. Episcopal Church.
30. Lyon Block.
31. Villa Zorayda.
32. Presbyterian Church.
33. Barracks Basin.
34. Parade.
35. Barracks.
36. Military Cemetery.
37. Water Park.
38. New Presbyterian Church.



MAP OF ST. AUGUSTINE.

ocean became necessary as soon as St. Augustine began to consider itself a permanent place of abode. Easterly storms with their accompanying high tides often drove the water up into the streets, and even now the spray at times flies over the stone coping. The first wall was begun in 1690, under the administration of Diego de Quiroza y Dosada, who was Governor at the time. It extended from the Fort to the Plaza and its remains are not far beneath the present surface of the street. Its location and extent are shown on a map of the town made during British occupancy. It is of record that the Spanish soldiers voluntarily contributed labor and money to aid in its construction. The present wall was begun in 1835 by the United States Government, and was finished in 1842. It is three-quarters of a mile long, built of coquina, with a coping of granite three feet wide. The wall itself is ten feet above low-water mark. The cost was about $100,000. There are two breaks in the wall, affording access to the water's edge, one opposite the Plaza, and the other near the barracks. These breaks are protected by out-walls and the basins are used for loading and unloading fish, fruit, and the other products of sea and shore.

The Minorcans. In the early part of the present century the population of the city was largely made up of natives of the Balearic Isles, Minorca and Majorca, lying in the western Mediterranean, off the coast of Spain. These people were brought over by Dr. Andrew Turnbull (see Route 63), in 1790, with a view to establishing a colony at New Smyrna, but they revolted against the rule of his agents, and most of them came to St. Augustine, where, for a generation they formed a distinct class of the population. A few of their descendants remain, distinguished by dark eyes, hair, and complexion, but for the most part they have intermarried with Americans, and race characteristics have been largely modified, or have disappeared altogether.

Fort Marion. Any of the streets running north—parallel to the sea-wall, that is—lead to this ancient fortress, the most important and interesting of the Spanish relics.

On or near this site Menendez constructed a wooden fort

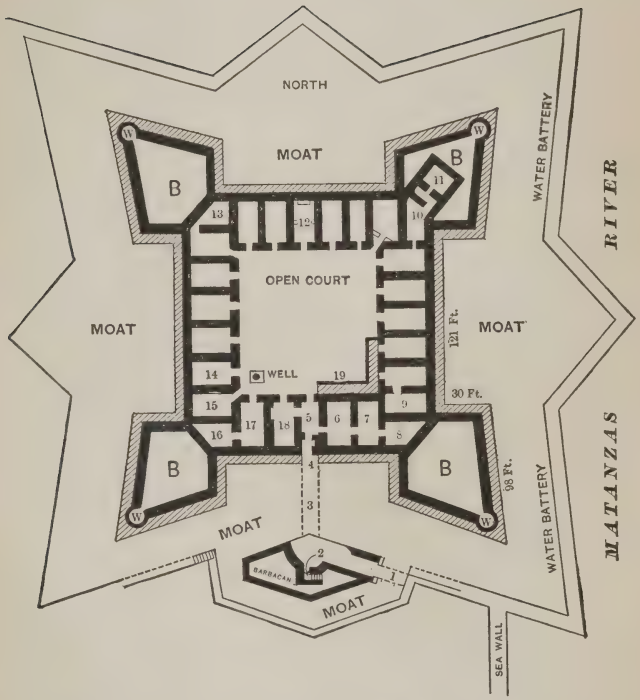
in 1565, and named it St. John of the Pines (San Juan de Pinos). It was, according to the most trustworthy accounts, octagonal in form, and mounted fourteen brass cannon. It was this fort that Sir Francis Drake destroyed in 1586, the garrison having fled with but a faint show of resistance.

By this time the Spaniards had discovered the valuable properties of coquina for building purposes, and their subsequent works were of the more durable and less combustible material. Little is known of the structure that was threatened by Davis, the English buccaneer, in 1665, but its walls were at that time well advanced, having been pushed forward by the labor of Indian captives and convicts from Spain and Mexico. We have the testimony of Jonathan Dickinson, a Philadelphia Quaker, who was here in 1695, that the walls were thirty feet high at that time. Seven years later (1702) they were certainly far enough completed to defy Governor Moore, of South Carolina, and in 1740 Governor Oglethorpe, of Georgia, hammered away at them for more than a month without producing any perceptible impression.

The Spaniards named the fort San Marco, the English changed the name to St. John, and on retrocession to Spain in 1783, San Marco was once more recognized. On the accession of the United States the saints were laid aside, and the name of the patriot soldier of South Carolina was adopted by the War Department.

The fort is planned in accordance with the Vauban system of fortification, which, up to the beginning of the present century was considered the best. A plan of the work, with its outlying defences and the modern water batteries, is appended.

Approaching from the direction of the town the visitor ascends a path leading up what was formerly the exterior slope of the glacis. The mass of masonry on the left, pierced for cannon and musketry, is the barbican, an outwork intended for the protection of the weakest point in the main work, namely, the entrance. An extension of the moat includes the barbican, and both moats are now crossed by rough plank platforms, where once were regular drawbridges. On the left, after passing the angle of the barbican, is a niche



PLAN OF FORT MARION.

1. Bridge from glacis to barbican. 2. Stairway to barbican parapet. 3. Bridge. 4. Sally-port. 5. Arched passage. 6. Bakery. 7, 8. Store-rooms. 9, 10. Store-rooms. 11. Bomb-proof. 12. Chapel. 13. Store-room. 14. Treasure room. 15. Casemate from which Coacoochee and Osceola escaped. 16, 17. Dark vaults. 18. Guard-room. 19. Incline to parapet. B, B, B, B. Bastions, each with a protected watch-tower, W, in the salient angle. The spaces left blank are ventilated casemates designed for quarters and the like.

opening into a stairway, and containing, carved in stone, the royal arms of Spain, which, in a sadly dilapidated condition, barely survive the rough handling to which they have been subjected by the elements all the time, and by witless vandals at intervals, until protected by an iron grating.

Turning to the right, another rude structure of planks crosses the wide moat and leads to the entrance. Above this again are the arms of Spain with an almost obliterated inscription which, restored and translated, reads as follows:

REYNANDO EN ESPANA EL SEN^{R}
DON FERNANDO SEXTO Y SIENDO
GOV^{OR} Y CAP^{N} DE ES^{A} C^{D} S^{AN} AUG^{N} DE
LA FLORIDA Y SUS PROV^{A} EL MARESCAL
DE CAMPO D ALONZO FERN^{DO} HEREDIA
ASI CONCLUIO ESTE CASTLLO EL AN.
OD 1756 DIRIGIENDO LAS OBR.
CAP INGN^{ROA} DN PEDRO DE BROZAS Y GARAY.

"Don Ferdinand VI., being King of Spain, and the Field Marshal Don Alonzo Fernando Hereda, being Governor and Captain-General of this place, St. Augustine, of Florida, and its province. This fort was finished in the year 1756. The works were directed by the Captain-Engineer Don Pedro de Brazos of Garay."

This door is provided with a heavy portcullis, which still remains in position, though hardly in working order. The door or sally-port is barely wide enough for four men to march abreast. Within is a wide arched passage leading to the open parade inside the walls. On either side of the passage are doors leading to the vaulted chambers or casemates that surround the parade on all sides, and served in their time as quarters for the garrison, as cells for prisoners, including American rebels during the revolution, and Indian captives in more recent times.

The sergeant in charge of the fort conducts visitors through the casemates. As this is not part of his regular duty, a fee (25c. for each person, or one dollar for a party of several) is customary.

On the left of the entrance passage is the guard-room and on the right is the bakery, through which access is had to two dark vaults, used, no doubt, for storage.

The terreplein, or parade, is 103 by 109 feet, and a broad stairway, formerly an inclined plane for the easier handling of gun-carriages and the like, leads to the parapet. Directly opposite the entrance is the chapel, without which no Spanish fort of that period was complete ; in it are still visible the stations of shrine and altar, and other evidences of the decoration customary in such places. It was used for religious services as late as 1860 or thereabout, and was turned into a schoolroom for the Western Indians who were confined here in 1875–78. The portico of the chapel was originally quite an elaborate bit of decorative architecture, but it has long since disappeared.

In 1882 a party of French astronomers had the use of the fort as a station to observe the transit of Venus, and a tablet near the chapel-door commemorates their visit. It bears this inscription: " Plaque commemorative du passage de Vénus, observé au Fort Marion le 9 Décembre 1882, par MM. le Colonel Perrier, le Commandant Bassat, le Capitaine Deffoges de l'armée Francaise."

The casemates are in the main alike, dark vaults, some of them lofty, others divided into two stories, some dimly lighted through narrow slits high up near the ceiling, others totally dark save for the entrance-doors.

That captives, red and white, pagan and Christian, have pined away their lives in more than one of these dungeons is extremely probable when it is remembered that not so very long ago the rack and the stake were instruments of nominally Christian offices, but no records remain, and the imagination may have full play as regards most of the casemates.

Two of them, however, have authentic histories. In the one marked 15, near the southwest bastion, Coacoochee and Osceola, two of the most celebrated Seminole chiefs, were confined during the war that lasted from 1835 till 1842. After the final subjugation of the tribe Coacoochee gave the following account of their escape:

" We had been growing sickly from day to day and so re-

solved to make our escape or die in the attempt. We were in a room eighteen or twenty feet square. All the light admitted was through a hole about eighteen feet from the floor. Through this we must effect our escape, or remain and die with sickness. A sentinel was constantly posted at the door. As we looked at it from our beds, we thought it small, but believed that, could we get our heads through we should have no further nor serious difficulty. To reach the hole was the first object. In order to effect this we from time to time cut up the forage-bags allowed us to sleep on, and made them into ropes. The hole I could not reach when upon the shoulder of my companion; but while standing upon his shoulder, I worked a knife into a crevice of the stonework, as far up as I could reach, and upon this I raised myself to the opening, when I found that, with some reduction of person, I could get through. In order to reduce ourselves as much as possible we took medicine five days. Under the pretext of being very sick, we were permitted to obtain the roots we required. For some weeks we watched the moon, in order that the night of our attempt it should be as dark as possible. At the proper time we commenced the medicine, calculating on the entire disappearance of the moon. The keeper of this prison, on the night determined upon to make the effort, annoyed us by frequently coming into the room, and talking and singing. At first we thought of tying him and putting his head in a bag, so that, should he call for assistance, he could not be heard. We first, however, tried the experiment of pretending to be asleep, and when he returned to pay no regard to him. This accomplished our object. He came in, and went immediately out; and we could hear him snore in the immediate vicinity of the door. I then took the rope, which we had secreted under our bed, and mounting upon the shoulder of my comrade, raised myself by the knife worked into the crevices of the stone, and succeeded in reaching the embrasure. Here I made fast the rope that my friend might follow me. I then passed through the hole a sufficient length of it to reach the ground upon the outside (about twenty-five feet) in the ditch. I had calculated the distance when

going for roots. With much difficulty I succeeded in getting my head through ; for the sharp stones took the skin off my breast and back. Putting my head through first I was obliged to go down head foremost, until my feet were through, fearing every moment the rope would break. At last, safely on the ground, I awaited with anxiety the arrival of my comrade. I had passed another rope through the hole, which, in the event of discovery, Talmus Hadjo (Osceola), was to pull, as a signal to me from the outside, that he was discovered, and could not come. As soon as I struck the ground, I took hold of the signal for intelligence from my friend. The night was very dark. Two men passed near me, talking earnestly, and I could see them distinctly. Soon I heard the struggle of my companion far above me. He had succeeded in getting his head through, but his body would come no farther. In the lowest tone of voice, I urged him to throw out his breath, and then try ; soon after he came tumbling down the whole distance. For a few moments I thought him dead. I dragged him to some water close by, which restored him, but his leg was so lame he was unable to walk. I took him upon my shoulder to a scrub, near the town. Daylight was just breaking, it was evident we must move rapidly. I caught a mule in the adjoining field, and making a bridle out of my sash, mounted my companion, and started for the St. John's River. The mule was used one day, but fearing the whites would track us, we felt more secure on foot in the hammock, though moving very slow. Thus we continued our journey five days, subsisting on roots and berries, when I joined my band, then assembled on the headwaters of the Tomoka River, near the Atlantic coast."

Osceola was subsequently recaptured and sent to Fort Moultrie, Charleston, S. C., where he died.

During the years 1875–78 the fort was again used as a prison for Indians brought from the far West. Their captivity was nominal during good behavior, and some attempts were made to educate them.

Within the northeastern bastion is a chamber known as "the dungeon," though there is good reason for believing

that it was originally intended as a magazine. In 1839 the masonry in one of the adjacent vaults caved in, and, while repairs were in progress, it was discovered that there was still another innermost chamber, whose existence had not before been suspected. The wall was broken through, and, among other refuse, some bones were found so far gone in decomposition that the post surgeon could not determine whether they were human or not. The rumor spread, however, that an entire skeleton had been found chained to the wall, and that implements were scattered about suggestive of the "Holy Inquisition" and a chamber of horrors. The tale grew by repetition and for many years it was generally believed that the dungeon had once been the scene of a tragedy. The author of the "Standard Guide to St. Augustine," however, cites the statement of an old resident of the city, who was employed at the fort when a boy, and remembers the old disused magazine in the northeast bastion. According to this account, during the later days of Spanish occupancy the magazine fell out of repair, and became a receptacle for refuse of all sorts, until finally it was walled up, being regarded as a menace to health. There are still those who insist that the tragic accounts of the "dungeon" are the true ones, but the weight of evidence seems to be in favor of the more prosaic version.

Ascending to the parapet, the commanding position of the fort is apparent, and the outlook in all directions is very interesting. With the aid of the map on page 159 all the noteworthy points of interest can be traced, and many of the historic localities identified.

In the salient angle of each bastion is a sentry-box of stone, where a man-at-arms might be tolerably secure against Indian arrows, or even against the firearms of the last century; on the northeastern bastion, the most exposed of the four, the sentry-box has a supplementary story or watch-tower, whence a still wider outlook may be obtained.

To the non-military visitor, who knows not the uses of bastions, their purpose will at once become evident on looking over the parapet. Soldiers posted in these projecting angles can, it is easily seen, deliver a direct fire sweeping the entire

moat to and beyond the salient of the opposite bastion. Bastioned works reached their complete development under the system of Vauban, one of whose disciples, Captain Pedro de Brozas y Garay, was the engineer in charge of the construction of the fort.

It is not likely that, even in case of a foreign war, guns will ever again be mounted *en barbette* on Fort Marion. Even if the coquina masonry could sustain the weight of modern ordnance, it could not long withstand the impact of modern projectiles. For this reason the water-battery along the sea-face was built in 1842, but the gun-platforms were never finished, and the whole work is long out of date. The guns that lie rusting along the glacis mostly antedate the Civil War, and are worthless save as old iron.

The floor of the moat was originally of cement, but it is covered deep with sand and soil. When the old fort was in fighting trim this moat could be flooded at high tide. A stairway near the barbican permits easy descent into the moat for those who do not choose to jump or climb down from the crest of the counterscarp. From this level a better idea of the height of the walls is obtained, and one can readily understand how Osceola was effectually disabled by his fall from the narrow opening through which he and Coacoochee squeezed themselves in the western face of the fort.

Along the eastern or sea front numerous scars and indentations may be seen in the masonry, some of which were made by British guns during Oglethorpe's siege in 1740. These respectable old wounds will readily be distinguished from the ones that have been inflicted by modern riflemen, who have at times used the moat as a shooting-gallery. The use of all firearms within the fort is now very properly prohibited.

The small brick building in the eastern moat is a furnace to heat shot for the water battery. It was built in 1844.

St. Francis Barracks are named from the old Franciscan convent, whose site they occupy. They stand at the southern end of Bay Street. In front, facing the water, are the officers' quarters, with barracks for enlisted men in the rear.

Usually two companies of regulars are in garrison at this post. The parade in front of the barracks is flanked on the south by the adjutant's offices and ordnance sheds, and the open space is used as a drill-ground and for the usual routine parades and inspections of the small garrison.

The old convent was abandoned for religious purposes when the British took possession in 1763, and was used as barracks when the Spaniards returned twenty years afterward. Although the buildings have been largely remodelled and rebuilt, some of the old coquina convent walls are still standing, and are believed to be among the oldest structures in the city. It is singular that the memory of St. Francis should be perpetuated at one end of the city, while that of St. Mark was obliterated at the other end when the United States took possession, but such are the inconsistencies of history.

The convent in its time was the headquarters of missionary life in Florida. Thence the devoted priests went out and built their little chapels from the everglades to the Suwannee, and thither, if at all, they returned, often broken down with the labors and perils of their voluntary exile.

A few steps beyond the officers' quarters is the military cemetery, kept in beautiful order by the garrison, and worthy of a visit for its associations. Here, under three low pyramids of masonry, lie many of the soldiers who perished in the Seminole War. Near by is a shaft to the memory of Major Dade and his command, almost the first victims of the long and bloody war that followed.

The inscription reads: "Sacred to the memory of the Officers and Soldiers killed in battle and died on service during the Florida War. This monument has been erected in token of respectful and affectionate remembrance by their comrades of all grades, and is committed to the care and preservation of the garrison of St. Augustine."

Museums. *Chapin's Museum*, near Fort Marion, contains the most considerable collection of relics, Spanish and Indian arms, armor and implements, and natural curiosities in the State. The preserved specimens of birds, beasts, fishes, and reptiles are numerous.

Vedder's Museum, on Bay Street, a short distance north of the Plaza, adds to a miscellaneous collection of curios many living birds, animals, and reptiles. The snake-room is especially worthy of a visit, and the building in which the collection is kept is part of the old Spanish prison, and some of the time-worn interior fittings are still visible.

The St. Augustine Institute of Natural Science has its collection in No. 33 Alcazar Court; hours 2 to 5 P.M.; admission free.

The Villa Zorayda. This building faces the Alameda near the great hotels. It was the first specimen of monolithic architecture in the city, and was in this sense the pioneer of modern St. Augustine. The credit is due to Mr. Franklin W. Smith, of Boston, who made the first experiments, forming a concrete with fine shells, Portland cement, and sand. While in a semi-liquid condition, the mixture is poured into moulds made of boards, where it quickly hardens. By setting up the moulds where the walls of the intended building are to stand, the whole structure can be solidly built up by pouring in successive layers of concrete. When finished in its natural tint, the wall presents a slightly rough surface, cool gray in color, and of a substance that has thus far perfectly endured the test of exposure. While in the semi-liquid state the cement readily takes any desired color, and may thus be adapted to nearly all the requirements of decorative architecture.

The Villa Zorayda was also the first modern building to be erected after the Moorish order. Over the entrance is an Arabic inscription, signifying "There is no Conqueror but God"—the motto of Mohammed Aben Alahmas, founder of the Alhambra. The interior has the traditional open court with double galleries, and all is decorated in the Moorish style, many of the motives having been derived from the Alhambra itself, and from other famous buildings of similar design.

The Alameda Hotels. It is not the province of a general guide-book to make distinctions in the matter of hotels, but the Alameda group is so remarkable that it seems no more than right that an exception should be made. The Alameda

itself is an open Plaza with asphalt drives, footways, fountains, and parterres of tropical plants. On the north side is the Ponce de Leon, on the south the Alcazar, on the east the Cordova, and on the west the Villa Zorayda. The present appearance of this Plaza is due to the foresight of Mr. Henry M. Flagler and to his choice of architects, Messrs. Carrère & Hastings, of New York—neither could have achieved the present result without the other.

The architecture of the Ponce de Leon is Spanish—not Moorish, as is sometimes erroneously said. It represents the best school of Spanish art, and instead of being a copy of any existing examples is the result of conscientious study of principles that have made famous the cathedrals, universities, and palaces of classic Spain.

The Ponce de Leon faces 380 feet on the Alameda, and 520 feet on Cordova and Seville Streets. The main building with its accessory portico surrounds a court 150 feet square, with a central fountain and carefully tended beds of flowers.

On three sides of the court rise the arched galleries, quaint windows, and red-tiled roofs of the main building, while across the fourth side, that toward the Alameda, stretches a roofed portico, which is in fact a continuation of the main lower galleries. Above all this rises the central dome, and above this again lofty square towers with pointed finial roofs, shaded balconies, and admirable decorative devices in iron and terra cotta.

To describe the vast establishment in detail is impracticable, but a few words are called for regarding the rotunda and the dining-hall. Just within the front or main doorway are the spacious vestibule and rotunda, opening a fine perspective of columns, caryatides and rich decoration, leading by a short flight of steps into the dining-hall beyond. The pavement of the rotunda and its adjacent corridors is a marble mosaic, small fragments set in cement and arranged in tasteful patterns. The wainscot is of Numidian marble.

The central dome or rotunda rises in four interior galleries, with arcades agreeably varied in the successive stories. The whole is supported by four piers and eight columns of solid oak, carved in caryatid figures of remarkable grace and

beauty. These are arranged in groups of fours, standing back to back, and admirably posed to convey at once an idea of strength and lightness.

The decorative standing figures painted on the interspaces of the second story are typical of Adventure, Discovery, Conquest, and Civilization. The seated figures represent Earth, Air, Fire, and Water. Adventure wears an eagle-crested helmet with a cuirass, and holds a drawn sword, while behind her a sheaf of arrows radiate to form a background. Discovery holds a globe in her right hand and rests her left upon a tiller, her sea-blue robe contrasting with sails and cordage. Conquest is in full panoply of mail with helmet and red draperies, and the gleam of poniards in the background. Civilization is clad in white, with an open book and the symbols of Christianity as accessories. Of the seated figures Earth is in a russet robe with fruits and flowers and peacocks of gorgeous plumage, while, by way of contrast, Air holds two eagles in leash and with translucent draperies of pale blue seems the incarnation of airiness and light. Fire, auburn-haired and clothed in red, stands amid tongues of flame grasping a blazing torch, with fire-enduring salamanders in arabesques around her. Water stands upon a shell to which are harnessed sea-horses. Her robes are pale green and white, and all the accessories are suggestive of the sea and its mystery.

The decoration of the upper stories is less conspicuous until the dome is reached, where Cupids join hands around the lower rim, and the highest vault is beautifully modelled in delicate patterns of white and gold, with armor and sails, and eagles soaring above all.

A massive yet graceful archway of red Verona marble, with spandrel patterns in variegated mosaics, leads to the great dining-hall, a room so well proportioned that its noble dimensions are at first hardly suspected, and so bold in design and rich in decoration that, though finished in 1887, it is already famous among students of architecture. The extreme dimensions are 90 by 150 feet, with seats for 800 guests. The central section of the hall is square, with an arched or semi-cylindrical ceiling—technically an elliptical barrel-

vault. At the sides this arch is supported by rows of oak columns, and beyond the columns are spacious alcoves, forming a part of the grand hall and yet sufficiently separated from it to prevent the sense of too great space, so often a characteristic of large dining-rooms. The ceilings of the alcoves are comparatively low, and each is bounded at the wings by great bay windows through which the daylight streams in subdued radiance, and which at night reflect gleams of blue and gold from the electric globes overhead.

The decorations of the central arch will command the attention of every appreciative visitor. In the spandrels of the side arches are the four seasons, duplicated though not repeated. Spring on one side is sowing grain, on the other she holds early flowers and opening buds. Summer on the right is in the shade of trees, on the left the grain and sickle suggest industry. One Autumn personates the vintage, the other the harvest, and Winter appears in the double rôle of a woodcutter and a master of festivities. In the semicircular spaces over the musicians' galleries are Spanish ships in all the glory of gala attire, and in quaint letters on wall and ceiling are Spanish proverbs, suggestive mainly of good cheer (see below).

On the ceilings of the alcoves the history of Florida is most ingeniously worked out in a series of what may perhaps be termed conventionalized Indian hieroglyphics. Here may be found the triumphant caravels of Ponce de Leon, the wrecked vessels of Narvaez, the *fleur-de-lis* of Huguenot France, the lion of Spain, the rude fort of the early settlement, the cross of St. George, the naval bombardments, the sieges, and finally the American national emblems closing the record with the year 1821.

A happier conception than this picture-written history of Florida it were hard indeed to find, and the skill and ingenuity with which it has been realized are deserving of the highest praise. With the aid of the summaries given elsewhere almost every event of considerable importance may be found represented in the beautiful tracery of these alcoves.

Inscriptions, Mottoes, Etc. — The various inscriptions in Latin and Spanish are interesting, and often perplexing to

visitors. Many of the shields bear simply the names of cities and provinces of Spain, and need no translation.

In the court-yard, near the west entrance, is a terra cotta shield with this inscription: Con lo que Sagno sano Domingo adolece—What is one man's meat is another man's poison (literally, "What keeps Sagno well makes Domingo sick").

At the eastern entrance: Oveja que bala bocado pierde—The sheep that bleats misses a bite. On the escutcheons at right and left of the entrance from court to rotunda: No se hacen tortillas sin romper huevos—You can't make omelettes without breaking eggs; Quien quando puede no quiere, quando quiere no puede—He that will not when he may, may not when he will.

Bien Venido—Welcome, is the legend that greets the visitor who enters from the drive-way.

On the first landing of the steps leading from rotunda to dining-room is the concluding verse of William Shenstone's ode "Written at an Inn at Henley," probably about 1740:

> Whoe'er has travelled life's dull round,
> Where'er his stages may have been,
> May sigh to think he still has found
> The warmest welcome at an inn.

Over the main entrance to the dining-room is a shield inscribed: Justicia hechores contra Alava Mal—Alava dooms those who strive against her.

In the dining-room on the west side of the central arch are four Spanish proverbs: Amigo viejo tocino y vino anejo—An old friend is both meat and drink; Quien primero llega esela calza—First come first served; De la mano á la boca se pierde la sopa—There's many a slip 'twixt the cup and the lip (literally, "Between the hand and the mouth the soup is lost"); El buen vino no ha menester pregonero—Good wine needs no bush.

On the east side of the arch are these: Oveja que bala bocado pierde—The sheep that bleats misses a bite; Remuda de pasturage hace bizzeros cordos—Change of feed

makes fat cattle; QUIEN MUCHO ABRAZA POCO APRIETA—He who grasps much, keeps but little; QUIEN MAS SABE, MAS CALLA—Who knows most says least.

In the west alcove, over and above the arches, near the bay windows, are shields, inscribed for the most part with the arms, names, and mottoes of Spanish cities. Here and there are legends as: CADIZ—HERCULES DOMINATOR FUNDATOR, in recognition of the Phœnician Hercules, as the fabled founder and ruler of the ancient town. SORIA CABEZA DE ESSORIA PURA REMADURA, a punning motto of the town and province of Soria.

On the semicircular ceiling of the west alcove are four signs of the zodiac—Scorpio, Saggitarius, Leo, Virgo, and many of the famous names identified with the early history of Florida.

The corresponding spaces in the eastern alcove bear the four signs, Pisces, Aquarius, Taurus, Gemini, with historical names and dates ingeniously repeated in varied form, with names and arms of cities, including that of Huelva, a maritime city in Spain, in Latin: HUELVA, ET TERRÆ CUSTODIA PORTUS MARIS—Huelva, entrance of the sea and guardian of the land.

The frescoes and mural decorations are by Messrs. Thomas Hastings, George W. Maynard, and H. T. Schladermundt.

The whole building is in keeping with the magnificence of which a brief and inadequate description has been attempted regarding two of the principal divisions, but no detailed general account can here be given. The visitor should not fail to visit the tower and roof terraces, and permits can be obtained at the office to inspect the kitchens, laundries, and other domestic departments.

Facing the Ponce de Leon, on the opposite side of the Alameda, is the Alcazar, an adjunct of the main hotel, the work of the same architects, and like it in the Spanish renaissance style. The name is from the Al-Kasr (House of Cæsar), but the design is original and wholly unlike that of the famous Palace of Seville. The general plan embraces an interior court with a garden and fountains, surrounded by open arcades, shops, and offices, and a large restaurant. Beyond

are magnificent swimming-baths of water drawn from an artesian well, aërated to free it from the odor of sulphur, and turned at once into the bath, where it falls in a sheet of beautifully clear greenish water, exactly at the right temperature for swimming.

Beyond the bath are courts for tennis and croquet, where there are yearly matches and tournaments of interest to all lovers of these games.

The lodging-rooms in the Alcazar are all provided with private baths, and are charged at a fixed rate, on what is termed in America the "European plan." An excellent restaurant is connected with the establishment, but guests are free to go where they please for meals. The Alcazar is open throughout the year.

The Hotel Cordova (formerly known as the Casa Monica) was the first of the Alameda group. Like its neighbors, it is monolithic, but its style of architecture differs from theirs in that it is suggestive of the arts of war rather than of peace. Its architect is Mr. F. W. Smith, of Boston, to whom is due the credit of having made the first experiments in the composition of coquina concrete. The motives for the heavy battlemented walls and towers are found in the castles of Moorish Spain. The northern entrance is an adaptation of the Puerto del Sol of Toledo, and the balconies are after those said to have originated in Seville, and known as "kneeling balconies." They are said to have been designed by Michael Angelo, for the convenience of devotees, who desired to kneel during the passage of religious processions.

The City Gates. All that remains of the ancient defences of St. Augustine stands at the head of St. George Street; two solid, square posts—for they are not high enough to be termed towers—flanked by a few yards of coquina wall. The stone sentry-boxes still remain in the interior buttresses. According to tradition, a guardhouse once stood just within, and a drawbridge crossed the moat. Only a few yards of wall now remain flanking the gates, and it is not known how far, in its best estate, it extended. The most formidable of the fortifications defended the land approach, and substantial earthworks once reached from river to river, the exterior

slope of the parapet being covered with a dense growth of Spanish bayonet, through which it is well-nigh impossible to force a passage. Old engravings of the city show it as a completely walled town, and the visitor may find on some of the ancient tombstones in the cemetery Latin inscriptions containing the word *oppidum*, which was often used to distinguish a walled town from one without such defences. The coquina dwellings of the present town are largely composed of material plundered from still older structures, and there is no way of determining how many roods of city wall were taken by builders who cared nothing for Spanish relics.

The present gateway was the principal entrance, was strongly guarded, and repeatedly saved the town from the sudden onslaught of savage or civilized foes.

The Coast. Between the mouth of St. John's River and St. Augustine Inlet, the coast is an unbroken sand beach nearly forty miles long, backed by scrub-covered sand hills and strewn with the wreckage of centuries. For walking, riding, driving, or wheeling no highway made by mortal hands can approach this superb beach during the hours when the tide is not at its highest. The coast is monotonous, to be sure, but the sea is ever beautiful in color, and there are always objects of interest for the lover of nature. Off shore the water deepens quickly, and mariners, when once they have cleared the shoals at either inlet, may confidently run down the beach within half a mile of the breakers. Fourteen miles south of St. John's Light are the sources of *Guano River*, in Diego Plains, a short distance inland from the beach. This stream flows into Tolomato or North River, a tributary of St. Augustine Inlet. It follows the beach all the way at a distance of one-quarter of a mile until it joins the Tolomato, when the distance is one to two miles. Its headwaters may be approximately located from the beach or from a vessel by noting the greater distance of the woods from the coast.

31. Saint Anastasia,

familiarly called Anastasia Island, is the natural breakwater of St. Augustine. It is nearly fourteen miles long, and at the widest part, not far from the inlet, is nearly two miles across. Four miles farther south it narrows to a mere strip of scrub-covered beach. For the most part the island is covered with a dense growth, into which few explorers will wish to penetrate after five or ten minutes of faithful effort. With the aid of good dogs or a good guide it is still possible to find deer on the island, but only in certain places known to the initiated.

The Spaniards found it necessary at an early date to maintain a lookout on the island. At that time nearly all navigators—friends and foes—approached from the southward, and from the town such sails could not be seen until close at hand. The first structures were of tall tree-trunks, with a "crow's-nest" or platform at top. Such an one betrayed the existence of the town to Sir Francis Drake, in 1586 (see p. 138). Subsequently a coquina tower was erected, but still with the original idea of a lookout, or perhaps a combined watch-tower and blockhouse, for the wily Seminole was not long in discovering lonely vedettes in exposed positions. A gun was mounted there after a time, and flag signals were made by an established code, whereby the city was notified of friend or foe. It was not until the United States came into possession that a regular lighthouse was established. The old Spanish tower was rebuilt and utilized for the purpose, and the lantern was first lighted in 1823. This tower stood a short distance northeast of the present light, and was originally half a mile from the beach. The sea gradually encroached, however, and in June, 1880, a violent gale undermined the walls, and the ruins still cover the rocky point south of the railroad station. Here visitors usually make their first acquaintance with coquina in its natural form.

The present light tower, officially known as St. Augustine Light, stands in latitude 29° 53′ 7″ N., longitude 81° 17′ 12″ W. The nearest light to the northward is at the mouth

of St. John's River, 30 miles; the nearest to the southward is at Mosquito Inlet, 60 miles. The light is of the first order, and shows a fixed white light, varied by a white flash every three minutes. It is visible at sea 19 nautical miles. The base of the tower is 15 feet above the sea-level, and the centre of the lantern is 150 feet above the base. The tower is accessible to visitors at all times, except when some unusual duty prevents the keepers from attending. The view from the gallery is the best that can be obtained of the inlet and the adjacent coasts.

The peculiar painting of the tower in spiral bands is adopted so that it can be readily distinguished from any other landmark on the coast—an important feature in light-house construction, since a momentary sight is often all that can be obtained in thick weather.

The seaward shore of the island is known as the South Beach. At the railroad station it is somewhat steeper than most Florida beaches, but beyond the site of the old light-house it becomes hard enough for riding and driving.

The coquina quarries are one mile and a half south-east from the lighthouse. They may be reached by a fairly good path (twenty-five minutes), either by following the beach to the rocky point and then striking inland, or by a path from the lighthouse, or by a path from Quarry Creek, which falls into Matanzas River three-quarters of a mile below the Plaza in St. Augustine. The last-mentioned trip makes a pleasant excursion from the city by boat, including a walk of about two miles going and returning. The quarries are interesting as showing the stratifications of the coquina (Spanish for shell-fish). The small shells are the accumulations of ages. Acted upon by water they become partially dissolved, and then, drying, are firmly cemented together in a solid mass. The loose shells are found in vast quantities on some of the neighboring beaches.

The seaward coast of Anastasia Island offers no obstacles to navigation after clearing the shoals at either end. The three fathom curve is but half a mile from the beach, and shallow boats are in safe depth just outside the breakers. About three miles north of Matanzas Inlet, and two miles

off shore, the mariner is sometimes startled by the sight of breakers under his bow where no danger is indicated on the chart. One who is familiar with the phenomenon, however, may calmly steer directly over the apparent obstacle, for there are twenty-one fathoms of water in the midst of the breakers, and nine fathoms all around it. The disturbance is caused by a boiling spring, such as occur frequently on the mainland of Florida. When directly over or to leeward of the breakers the odor of sulphuretted hydrogen may be perceived, suggesting the same source as the artesian wells common on the main land. The volume of water varies from time to time, and of course the disturbance at the surface of the sea is more apparent at low tide than at high tide. Sometimes it is not visible at all. The exact bearing of the spring from Matanzas Inlet is N. by E. ¼ E., distant 3½ miles. It may be readily found in calm weather with the aid of a pocket compass.

St. Augustine Inlet is three-eighths of a mile wide. On the north is North Point, on the south is Black Point, the northern extremity of Anastasia Island. Outside the inlet, shifting shoals make out a mile and a half, and the bar is very variable. Generally ten feet may be carried through the South Channel, which is the deeper of the two. Sharpies of any size can pass in or out at any time of tide, the mean rise and fall of which is 3 ft. 6 in. to 4 ft. 9 in., greatly influenced, however, by the direction of the wind.

The main channel runs close along the outer beach of Anastasia Island, with a swift current at the ebb and flow of tide. Inside, the inlet divides into Tolomato and Matanzas Rivers, the former finding its source, as has been stated, fourteen miles up the beach. Sail-boats may ascend the Tolomato about eight miles, and row-boats still farther.

Bird Island. To the south of the inlet, half a mile off shore, is Bird Island, a sand bar of recent formation, which appears to be increasing in extent and height from year to year. It was formerly a great resort for wild-fowl, but the free use of modern breech-loading fire-arms has frightened most of them to less frequented shores. Bird Island is often visited in fair weather for the sake of the sea-shells that are

thrown up in great variety by every easterly blow. With a fair wind the run may be made in an hour from St. Augustine.

North Beach. Opposite Anastasia Island is North Beach. The point of land is two miles (half an hour) from the Plaza. Launches and sail-boats make frequent trips, fare 25c. The outer beach is rich in sea-shells, strewn with wreckage, and offers a tempting surface for walking or riding as far as the eye can reach. The North Beach Railroad runs frequent trains from the Union Station, crossing Tolomato River on a bridge, and landing passengers within a few steps of the beach.

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33. Matanzas River and Inlet,

separating Anastasia Island from the mainland, is thirteen miles long to Matanzas Inlet, and has an average width of one-eighth to one-quarter of a mile. There is only three feet of water at the "divide" at low tide, and six feet is about the limit of draught that can be taken through at average high water. The rest of the channel is deep, though narrow. A pleasant excursion is down this stream to Matanzas Inlet and return. It is practically an all-day trip, though, with a favoring wind or in a launch, the round trip may be made in five hours with time for a short stop at the inlet. One mile south of the Plaza is the mouth of Quarry Creek (see p. 154). The portion of Anastasia Island south of this is known as Fish's Island, though really not separated from Anastasia. This tract is the old Fish estate. The original owner, Jesse Fish, came from Flatbush, N. Y., prior to 1763, during the first Spanish period, and his descendants still own the place. This estate includes the most valuable part of the island, and its orange groves were once among the finest in the State. Mr. Fish made many improvements, and his plantation was celebrated during the period of British supremacy. The old planter died and was buried on his own acres, and his tomb is shown almost hidden by surrounding orange-trees.

Four miles farther south, on the mainland, is Moultrie, the site of Buena Vista, another famous old plantation, the

property, in British times, of Lieutenant-Governor John Moultrie, who was an active loyalist, while his brother, William Moultrie, of Charleston, S. C., was so prominent a rebel that the British brought him to St. Augustine as a prisoner. No doubt the brothers had memorable meetings during the period of confinement. Buena Vista was fortified in the early days, and later a regular fort was built, which was occupied as one of the outposts of St. Augustine. Here, in 1823, was executed the treaty of Fort Moultrie, between the Government of the United States and the Seminole Indians. Alleged infractions of this treaty were among the causes of the Seminole War (1835–42).

Near Matanzas Inlet, on an island, are the picturesque ruins of an old Spanish fort, of unknown date. Here the Spaniards first and the English afterward kept a small garrison to prevent the surprise of St. Augustine from this direction.

On these shores, more than three centuries ago, was enacted one of the darkest tragedies of Floridian history. In 1564 a colony of French Huguenots under René de Laudonnière fortified themselves on the St. John's River. In August of the following year Pedro Menendez d'Aviles with a strong Spanish force established himself at St. Augustine (see p. 135), having orders from his king to make war against the French. Almost simultaneously reinforcements for Laudonnière had arrived in a French fleet under Jean Ribaut (see p. 120), who at once assumed the offensive. On September 10th he appeared off St. Augustine with a powerful armament, but a protracted storm compelled him to put to sea and the whole squadron was wrecked in the neighborhood of Canaveral.

Giving thanks to Heaven for this signal interposition, though he was at the time unaware of the completeness of the French disaster, Menendez marched to Fort Caroline, where he surprised and slew most of the garrison (see page 123). Returning at once to St. Augustine he soon heard of the shipwrecked Frenchmen on the coast to the southward. Marching to Matanzas Inlet he bivouacked within sight of the French camp-fires and awaited the dawn. The ship-

wrecked Frenchmen, ignorant of the fate of Fort Caroline, were cautiously making their way thither. Menendez had but about sixty men with him, while the French numbered from 140 to 200, authorities differ. A parley followed, and a party of French officers crossed over in a small boat and told Menendez their story of recent shipwreck and present starvation, asking for treatment as prisoners of war.

"Are you Catholics?" asked Menendez.

"We are Lutherans," was the reply, given doubtless with sinking hearts.

"Gentlemen," said Menendez, "your fort is taken, and all in it are put to the sword." And no assurance of clemency would he give, save that, if the French surrendered, he would, to quote his own report, "do with them as the Lord should order." After further consultation, the French decided that surrender was their only hope, and, having delivered up their arms, they were brought over in small parties. As they landed, each detachment was marched out of sight behind the sand dunes, where their hands were securely tied. It was late in the afternoon before the whole band, disarmed and helpless, stood before their relentless captor, ready for the march. At this point Mendoza, the priest, put in a plea for the lives of Catholics, and twelve Breton sailors professing that faith were released, with four artisans of whom the Spaniards were in great need. These were sent to St. Augustine by boat, while the rest, with gloomy premonitions of their fate, and guarded by the Spanish men-at-arms, followed Menendez, who, with a cane in his hand, walked in advance. As the sun sank he halted in a secluded spot among the sand dunes, and drew a line on the ground with his cane. Darkness was falling when the prisoners came up, and, again to cite the words of Menendez' *Carta*, "I had their hands tied behind their backs, and themselves put to the sword. It appeared to me that, by thus chastising them, God our Lord and your Majesty were served; whereby in future this evil sect will leave us more free to plant the gospel in these parts."

The precise locality of this savage deed has never been known, and only by accident can it be discovered.

But Menendez had not yet finished his work. He suspected that other ships had been wrecked farther down the coast, and while their crews were at large he could not feel secure, since his own forces were scattered, some at sea, some at Fort Caroline, and only about one hundred and fifty men at hand for service.

The next day Indians brought news of another detachment of Frenchmen at Matanzas, and midnight found the fierce Spaniards again awaiting their prey.

At daybreak Ribaut and his men—for the commander-in-chief was with this detachment—were seen making preparations to cross the river on a raft. On discovering the Spaniards the French drums beat and the trumpets sounded, but Menendez told his men to cook their breakfast unconcernedly. After some preliminaries Ribaut, with eight gentlemen, crossed over in a canoe and were courteously received by Menendez, who refreshed them with food and wine. Then he led the French commander to where the bodies of his late comrades lay among the sand hills. Negotiations followed, lasting until the next day, and Ribaut was led to believe that he had effected an arrangement whereby the lives of himself and his men should be spared. The French, however, some three hundred and fifty in number, were not all of a like mind, and in the end only one hundred and fifty surrendered. The remaining two hundred marched southward, preferring to face the wilderness rather than trust the Spaniard. In the morning Ribaut reported the result, and the canoe began its long task of ferrying over the prisoners.

Before the first boat load arrived, however, Ribaut was led behind a sand hill and his hands were tied! The act revealed the intention of the Spaniard. At length all were brought over—70 says Menendez, 150 says Solís.

Then came the crucial question, "Are you Catholics or Lutherans? and is there anyone among you who will go to confession?"

"I and all here are of the Reformed Faith," answered Ribaut, and then he recited a Psalm. "We are of earth," he continued, according to the Spanish narrator (Solís),

"and to earth we must return; twenty years more or less can matter little." Then turning to Menendez he said he was ready, and the scene of two days before was repeated on a larger scale.

"I saved the lives," says Menendez in his *Carta*, "of two young gentlemen about eighteen years of age, as well as of three others, the fifer (see p. 139), the drummer, and the trumpeter, and I caused Jean Ribaut with all the rest to be put to the sword, judging this to be expedient for the service of God our Lord and of your Majesty." The foregoing account of these massacres is from the Spanish authorities, as cited by Parkman in his "Huguenots in Florida." The accounts of the few French survivors coincide in all essential particulars.

For an account of the signal vengeance subsequently visited upon the Spaniards by Domenique de Gourgues, a French Huguenot, see p. 120.

Matanzas Inlet has only about six feet of water at high tide and in easterly weather the sea often breaks entirely across the entrance. It is, however, practicable for sail-boats and sharpies. Matanzas River extends eight or ten miles south of the Inlet, finding its source in Graham's Swamp. *Fellicer's Creek* joins it near the Inlet. Sportsmen sometimes find good shooting along these streams, which may be ascended in canoes or very light boats far up toward their source. Care should be taken not to be left by the tide, as a night spent in the swamps is not an agreeable experience.

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34. St. Augustine to Jacksonville (see p. 110).

35. St. Augustine to Palatka.

By J., T. & K. W. Ry. Thirty miles (1 hour 40 minutes).

The general course of the route is southwest. Crossing the prairies to the west of Matanzas River the Tocoi branch diverges to the right and enters a long stretch of piney woods, gradually rising and interspersed with occasional hammocks. Between Holy Branch and Merrifield we cross Deep Creek and shortly afterward approach the richer lands bordering St. John's River. At East Palatka Junction change cars if bound for Halifax River, otherwise the train crosses St.

John's River to the principal station near the steamboat wharf in Palatka (p. 188). Consult local time table. About six hours can be spent in Palatka if it is desired to return the same day to St. Augustine. Visit Hart's orange grove, drive through the suburbs north and south of Palatka.

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38. Jacksonville to Palatka.

By J., T. & K. W. Ry., 56 miles (2 hours 5 minutes), for stations and distances, see pages 17, 25, 82. By St. John's River steamboats, 75 miles (about 6 hours), for landings and distances, see page 186.

By Rail to Palatka. The general course of the line is nearly north and south, following to some extent the curves of the St. John's River, and never more than three or four miles from its western bank. The stream, however, is rarely in sight, owing to the almost continuous belt of pine forest (see map of Duval County, page 24). Shortly after leaving the station at Jacksonville the line curves to the southward, passing through a level country, with occasional villages and orange groves. Three miles beyond Edgewood we cross McGirt's Creek on a trestle, and if the day be warm and the traveller in luck he may here catch his first glimpse of the Florida alligator. Two miles south of Reed's the train passes into Clay County (see page 14). Just beyond Black Creek Station is the stream from which it takes its name, navigable to Middleburg, six miles west, where it divides into two main branches, and these again into numerous small ones, draining nearly the whole of Clay County, and affording access by small boats to a wild and beautiful lake region in the southwestern part of the county.

For Green Cove Springs see page 187. At Melrose Crossing, just south of Green Cove Springs, is the Western Railroad of Florida to Belmore, fifteen miles southwest. Shortly after leaving West Tocoi, the line passes into Putnam County (see page 80 for map, stations, and distances). The large stream crossed two miles beyond Teasdale is Rice's Creek, which rises among the lakes of the northwestern part of the county. This stream is navigable for

launches and small boats, and is one of the favorite excursions for visitors at Palatka.

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39. Jacksonville to Palatka by River.

This part of the St. John's River is in effect almost a continuous lake, often several miles wide, and again narrowing to less than a mile. As a rule, the banks are somewhat monotonous, though there is always more or less of interest in the changing vegetation along the shores and in the varied forms of life almost always to be seen in air or water. Shooting is very properly prohibited on all passenger steamers. Formerly it was carried to such excess that the river trip was often a continuous fusillade. Several accidents, one of which resulted fatally, at last compelled a reform of the abuse.

Just above the railroad drawbridge at Jacksonville the river bends abruptly to the southward, between Grassy Point on the east and Lancaster Point on the west. The cluster of three piles, painted red, marks the lower end of Middle Ground Shoal. To the eastward are the wooded bluffs of Villa Alexandria, one of the finest private estates in the neighborhood of Jacksonville.

A triangular red beacon bearing a red light at night marks the upper end of the Middle Ground Shoal. On the east bank, two miles above Grassy Point, is Phillip's Point, with a steamboat landing. Nearly opposite, on the west bank, is the mouth of McGirt's Creek, and just above it Sadler's Point. Three and a half miles farther south is Piney Point, marked by tall pines showing above the surrounding trees. Just above Piney Point, on the same side of the river, is the settlement and landing of Black Point, and nearly opposite is the mouth of Goodsby's Creek. The next landing and settlement south of Black Point is Mulberry Grove, and across the river, nearly opposite, is Beauclerc Bluff, a conspicuous, heavily wooded promontory, off which stands a black beacon (No. 21).

Two miles above this is Mandarin Point, and on the same side are the town and landing of Mandarin, formerly the

residence of Mrs. Harriet Beecher Stowe. A little above Mandarin a black and red buoy marks the wreck of the steamer Maple Leaf, and nearly opposite, just north of the entrance to Doctor's Lake is Orange Park, with a long wharf reaching out to the channel.

The next reach in the river is from Mandarin on the east to Magnolia Point on the west bank (six and one-half miles) averaging one and one-half to two miles in width. Julington and Cunningham's Creeks enter on the east bank. Four miles farther south on the same side is New Switzerland Point, heavily wooded and identified by a single tree standing out beyond the rest. Opposite, on the west bank, is Hibernia, above which, one mile and three-quarters, is the mouth of Black Creek (navigable to Middleburg, some eight miles in the interior) and Magnolia Point a high bluff bank with heavy woods. On the east bank, nearly opposite, is Popo Point, with Remington Park and a steamboat landing.

Turning Magnolia Point a reach of six miles opens southeast to Six Mile Point. On the west bank, two and three-quarter miles distant, are the hotels and many buildings of Green Cove Springs (see page 187). Above this landing, one mile and three-quarters, is red beacon No. 38, marking Old Field Point on the west and San Patricio Point on the east bank. South of the last named point a deep bight makes in, called Hogarth's Bay, into which empties Six Mile Creek. Beyond this the river narrows to a mile as far as Picolata Point, and the town of Picolata on the east bank. At this place, and at a point on the opposite side of the river, forts were maintained during the period of Spanish rule. They were successfully defended against the English under Oglethorpe in December, 1739, but were taken in January following as preliminary to the siege of St. Augustine (see page 142). The remains of the earthworks can still be traced, but they are not easily found by a stranger.

From Picolata Point the river is nearly straight for ten miles to Federal Point on the east bank. It varies in width from three-quarters of a mile to two and one-half miles. Three miles south of Picolata are Orange Point, Tocoi Creek, and Tocoi, in the order named. The town is the terminus

of the St. John's Railway, 18 miles to St. Augustine. Racey's Point is three miles above Tocoi, on the same side of the river. Nearly opposite, entering from the westward, is Cedar Creek, and above this on the west bank is Nine Mile Point, off which stands red beacon No. 44. One mile farther south is Palmetto Bluff. Federal Point on the east bank may be identified by black buoy 35, which is placed a little to the north of the landing.

From Federal Point to Dancy's Point, south by west three and one-half miles, the river is about a mile wide. Opposite the town of Orange Mills is an extensive flat island, or marsh, with a channel on either side. On the west bank are Bodine's Point and Whetstone Point, in the order named. Off the latter is a cluster of three piles, with a red light set at night. Another stretch of three and three-quarter miles west southwest brings us up with Forrester's Point on the east bank and the mouth of Rice's Creek opposite, where, with a sharp sweep to south by east, Palatka comes in sight with its railroad bridge three miles distant. (For Palatka and vicinity, see p. 188.)

This point is considered the head of navigation for sailing vessels, as the river becomes so narrow and crooked in its upper reaches that only steamboats can navigate it to advantage. It is, however, the most interesting to tourists, owing to the nearness of the banks and the increasingly tropical character of the vegetation.

River landings and distances between Jacksonville and Palatka are as follows; those on the east bank are marked E, those on the west W:

	Miles.		Miles.
St. Nicholas, E	2	Orange Dale, E	34
Riverside, W	3	Hogarth's Landing, E	38
Black Point, W	10	Picolata, E	44
Mulberry Grove, W	12	Tocoi, E	46
Mandarin, E	15	Federal Point, E	58
Orange Park, W	15	Orange Mills, E	63
Fruit Cove, E	19	Cook's Landing, E	65
Hibernia, W	23	Dancy's Wharf, E	66
New Switzerland, E	23	Russell's Point, E	67
Remington Park, E	25	Whetstone, W	68
Magnolia, W	28	Russell's Landing, E	69
Green Cove Springs, W	30	Palatka, W	75

For landings, etc., above Palatka, see Route 51.

40. Green Cove Springs, Clay County.

Population, 1,200. Twenty-nine miles from Jacksonville, twenty-seven miles from Palatka.

HOTELS.—*Clare*, $3 to $4 a day.—*Clarendon*, $4 a day.—*Morganza*, $1.50 to $2 a day.—*St. Clair*, $3 to $4.—*The Pines*, $3 a day. Also several smaller hotels and boarding-houses.

RAILROADS AND STEAMBOATS.—Several trains north and south daily by J., T. & K. W. Ry. All the St. John's River steamboats touch at this landing.

This town has been for many years a place of considerable resort, owing to its fine sulphur springs, and the natural advantages of its situation. Even as seen from the windows of a passing train its attractions are evident, for considerable labor has been expended in laying out streets, fencing off parks with massive pine logs, and removing evidences of recent clearings.

A short walk or ride from the station brings the visitor to Magnolia Avenue, the business street of the place. A short distance farther is the great spring, which discharges three thousand gallons of water every minute, at a temperature of 78° F., the year round. The wonderful purity of the water, its green, mysterious depths, reflections and colors are a source of never-ending pleasure. The water is slightly impregnated with sulphur, but loses it by evaporation after a short exposure to the air. Excellent bathing arrangements have been provided, and comfortable rustic seats are found at almost every turn. Borden Park, including about five acres, lies along the river on high ground with its native growth of magnolia, live oak, and palmetto, the rubbish only having been cleared away. It is private property, but open to the public, though a quaint inscription posted at the entrance may properly prove discouraging to vandals. Much ingenuity has been displayed in the adaptation of natural tree-trunks for fences, gate-posts, tree-seats, and the like. On the river bank, and projecting out over the water, is a tree said to have been used as a lookout by the Seminoles during their wars, for this was one of their permanent camps. Beyond the park a fascinating foot-path extends far along the river side and across Governor's Creek to Magnolia, one of the pleasantest resorts on the St. John's.

Green Cove Springs contains many charming winter resi-

dences, some of them surrounded with carefully tended gardens full of horticultural rarities, and most attractive to visitors from a colder climate.

The town itself contains churches of all the leading denominations, schools, stores, livery stables, tramways. Excursions may be made by boat up the river as far as Palatka, or down as far as Jacksonville, returning by boat or rail the same day, and on both sides of the river there are many points of interest easily within reach.

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50. Palatka, Putnam County (C.H.).

Population, 6,000.—Lat. 29° 38′ N.—Long. 81° 38′ W.

HOTELS.—*Arlington*, $2.—*Canova*, $1.50.—*Winthrop*, $3.—*Kean Building*, Rooms 50c.—*Putnam House*, $4.—*Saratoga*, $3.—*West End House*, $2; $8 to $10 by week.

RAILROADS, STEAMBOATS, ETC.—The J., T. & K. W. system (to Jacksonville, St. Augustine, Daytona, Gainesville, Tampa, Punta Gorda, etc.). Stations for points north and south, 1 mile west from river; station for points on seacoast, etc., near steamboat wharf and railroad bridge. Through cars are run around the city, making connections without change (see local time tables).

Steamboats.—All the St. John's River steamboats land at the wharf near the railroad bridge. *Ocklawaha* steamboats land at the same wharf.

Carriage fare from railways and steamboats, 25c. to any part of the city; luggage, 25c. per piece.

Livery.—Saddle-horses, $1.50 a day if reasonably used. Double teams, $2 an hour, $5 a day.

Rowboats, 25c. an hour, $1.50 to $2 a day. Sail-boats 50c. an hour, $3 a day. Steam launches can be chartered for $15 to $25 a day, according to size of party and length of intended trip.

Guides for hunting or fishing may be engaged at the hotels or boat landings at $2.50 to $3 a day.

Tram-cars at 10 minute intervals run between the railroad stations, fare 5c.

History.

Palatka was settled in 1821, by James Marver and two companions named Hine and Woodruff. They secured a Spanish grant and established a trading post for traffic with the Indians. Marver's store stood near the foot of Main Street, and no doubt the large live oaks on the bluff close at hand witnessed many a sharp bargain that brought gold into the white man's pocket. He was, however, a great favorite with his savage patrons, and had no difficulties with them during his stay.

At some date not precisely fixed Dr. N. Brush, of New York, purchased Marver's lands and interests and continued

the business, his two nephews, Thomas and William Brush, being his agents. The post was sacked and burned promptly on the outbreak of the Seminole War in 1835, and the young men barely escaped with their lives.

A military post was soon afterward established here, and in 1840 it was constituted a regular ordnance depôt, with the barracks and shops necessary for a considerable garrison and for the repair of their arms and equipments. Eight large log block-houses were constructed along the line of Water Street, one of them with a watch-tower eighty feet high. The commanding officer's head-quarters were where the late Colonel Devall's house now stands. Cavalry stables for four hundred horses occupied the site of the Putnam House and a large hospital was erected on the Hart property. Among the officers quartered here were Scott, Taylor, Worth, and Gaines, who won distinction and rank in the second war with Great Britain and in the early Indian war. Still younger were lieutenants W. T. Sherman, and Silas Casey, who saw their first field service in Florida and rose to the highest rank during the Civil War.

After the subjugation of the Indians and the discontinuance of the military post, Palatka became the shipping point for the produce of the neighboring country. Prior to the completion of the railroad in 1886 it was the most southerly landing of any importance on the river, and soon became a favorite resort for invalids who sought a warmer climate and dreaded the cold easterly winds of the coast. By 1850 it was a delightful place of residence, with many handsome houses, some of which are still the finest in town. It was fairly embosomed in orange trees, and, being an outpost of civilization on the borders of an almost unbroken wilderness, offered great attractions to sportsmen. Its commercial prosperity did not begin until after the Civil War, when it became the distributing centre for a wide tract of rich country, and with the advent of the railroad in 1886 became the busy and prosperous place that now exists. It suffered the fate of nearly all Florida towns, and was nearly destroyed by fire. Like its sisters, however, it rallied pluckily from the disaster and was rebuilt on a more substantial basis. It may

now be reached in thirty-six hours from New York and will, no doubt, long maintain its position as the most important town on the river above Jacksonville.

The visitor will find pleasant walks in either direction, north or south, along the river bank. The roads in the vicinity are rather sandy for driving, but equestrians may ride in almost any direction with the certainty of a pleasant experience. The rivers and the neighboring lakes afford a great variety of delightful trips. (See Routes 42 to 54.)

Hart's Orange Grove, one of the oldest and most famous groves in the State, is on the opposite side of the river, about three miles from the wharves. It is easily reached by boat from the foot of Main Street. This grove was budded on wild stock about 1832, was badly damaged by the severe frost of 1835, and began bearing about 1845. It covers some 70 acres of land, contains about 500 trees, and yields about 12,000 boxes of oranges annually.

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51. Lake George.

This fine lake, about sixteen miles long and eight miles wide, lies at the junction of four of the most fertile and prosperous counties of Florida, namely, Putnam, Lake, Volusia, and Marion. Its outlet is about thirty-eight miles south of Palatka, and it may be reached either by boat or rail, the excursion affording a pleasant all day trip. The regular St. John's River steamboats may be taken to any of the Lake George landings, or the trip may be extended to Volusia, where the St. John's & Lake Eustis Railway touches the river, and train may be taken for Eustis, Leesburg, and the Lake region. The time to Volusia by boat is about four hours. Steam launches may be hired at Palatka, with which the round of the lake may be comfortably made in a day at an expense of $15 to $25. The trip may be varied by stopping at Seville Landing, about half way up the lake. Conveyances may be secured by telegraphing to the hotel at Seville. The distance from the landing to the railroad is about four miles.

52. The Fruitland Peninsula.

This name is given to a tract of fine land lying between the St. John's River and Lake George on the west, and Crescent Lake and its outlet, Dunn's Creek, on the east. It is about twenty miles long and from six to ten miles wide from lake to river. This territory was a favorite with the Indian tribes of prehistoric times, whose agricultural instincts led them to select the best lands for their field crops. One of the oldest settlements on the St. John's River was formed under English rule at Mount Royal, in the latter part of the last century. Considerable progress was made in European methods of cultivation, but all lands were abandoned with the return of the Spaniards, and it was not until after the Seminole War that permanent white settlements were resumed. Now the whole peninsula is thickly dotted with farms and orange groves, and is one of the most thriving communities of Middle Florida. The peninsula consists of high pine land, interspersed with hammock, and admirably adapted for all kinds of agriculture. The large lakes to the eastward and westward, with the smaller bodies of water scattered through the interior, equalize the temperature to an unusual degree.

Throughout the peninsula there are pleasant rides and drives, and conveyances or saddle-horses may be engaged at almost any of the principal river or lake landings.

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53. Crescent Lake.

Dunn's Creek, the outlet of Crescent Lake, falls into the St. John's about six miles south of Palatka. It is a deep, crooked, picturesque stream, eight miles long, and traversed daily by steamboats. The trip may be varied by passing through Murphy's Creek, a branch of the main outlet. The lake is sixteen miles long and three miles wide, fed at its upper end by Haw Creek, which forms the boundary between St. John's and Volusia Counties, and sends its various

branches well over toward the sea-coast near the head of Halifax River.

Crescent City, the principal town on the lake, is handsomely laid out on the western shore, on high land, and with Lake Stella immediately to the westward of the town. The level of this lake is said to be forty feet higher than that of Crescent Lake. There is a road and regular conveyance from Crescent City to the railroad, but the lake steamers from Palatka afford the easier and pleasanter means of access.

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54. Seville, Volusia County.

Popu'ation, 400.
HOTELS.—*The Seville*, $3.50 a day; special rates by week or month.—*The Grand View.*

Seville, with its tasteful and characteristic log-built station, and its palm- and orange-lined main street, at once attracts the eye of the Northern traveller, if only by a casual glance from the car window. The town is, in fact, one of the most attractive in Florida, owing to judicious and liberal outlay of money in providing a complete system of sewerage, and a water-supply drawn from a neighboring lake. The sewage is received in tanks, where the solids are precipitated by chemical action, and the liquids are carried off through subsoil pipes to the neighboring fields. The works were planned by Mr. J. J. Powers, late Sanitary Engineer of Brooklyn, N. Y., and are identical in plan of construction with those that solved the very perplexing problem of sewerage at Coney Island, N. Y. The town site is at the southern end of the Fruitland Peninsula, in the midst of the high pine orange belt. Four miles west of the railroad station and hotels is Lake George, well known to hunters and fishermen. The town fronts on Lakes Louise and Beatrice, two sheltered lakes of pure water, whose shores afford most attractive sites for cottages and permanent residences. In the vicinity are nearly all the characteristic varieties of Florida land. The hammock bordering the lake is very rich, and has for many years been known as especially favorable to the

growth of the wild or Seville orange, the theory being that all the wild orange-trees of Florida are seedlings from fruit imported by the Spaniards. The name Seville Grove was originally given to a considerable section of this region comprised in the old Storrs grant, and purchased by William Kemble Lente, one of the earliest Northern settlers in this region. The wild trees were topped and budded, and came into bearing in a surprisingly short time. It has since been equalled and surpassed by many groves in the vicinity, but is still justly regarded as a type of what can be done with wild orange-trees in this part of the State.

Saddle-horses and carriages can be engaged at the hotel for drives about this very interesting, prosperous, and well-cultivated region.

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55. Palatka to Sanford by Rail.

J., T. & K. W. Ry., sixty-nine miles (2 hours 50 minutes). For stations and distances see pp. 82, 97.

The general direction of the railway line is a little east of south. Leaving Palatka the train traverses the level suburbs and, after a few minutes, crosses the St. John's River on a long trestle and drawbridge. Here occurs a good opportunity to observe the tangled growth of the low hammock bordering the river. A range of bluffs, remarkably bold and high for this region, will be noticed at this point, their sides often covered with orange groves. For twenty miles after crossing the river the railroad traverses the central ridge of the Fruitland Peninsula (see p. 191). At times the route seems lined with orange groves for miles on both sides, and in the season of fruit and blossoms the panorama is one not to be forgotten. Many pretty lakes break the monotony of grove and forest, most of them deep and full of water at all seasons of the year.

Between Denver and Hammond the boundary line of Putnam and Volusia Counties is crossed (see pp. 80, 94).

At *Seville* notice the station, a genuine log-cabin adapted to the taste and requirements of civilization, the bark and

knots smoothed away, the logs finished in oil, and all the rudeness of the frontier skilfully eliminated. (See, also, account of Seville, p. 192.) On both sides of the track are almost continuous orange groves, the trees thriving on soil that to all appearance is nothing better than sand. Those who are interested in such matters will do well to stop in this neighborhood and inspect methods of orange culture, and, if it be the proper season, of harvesting, packing, and the like.

At *De Land Junction* is the crossing of a branch road to the St. John's River on the west and to De Land, the county seat, on the east (see Route 53).

At *Orange City Junction* is the crossing of the Atlantic & Western Railroad, extending to the St. John's River on the west, and to New Smyrna on the east (see Route 63).

At *Enterprise Junction* the train divides, part going eastward to Indian River (see Route 70), and part continuing to the southward and presently crossing the St. John's River just below the outlet of Lake Monroe. At this point is *Monroe*, the junction of the Orange Belt Railway (see p. 49). The line now curves to the east, and soon stops in the handsome station at Sanford.

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56. Palatka to Sanford by River.

One hundred and twenty miles (about 8 hours by daylight, 12 hours by night).

Above the drawbridge at Palatka lies the most interesting part of the St. John's River. Here the stream loses its lacustrine character and becomes comparatively narrow and swift, and so crooked that the distance to Sanford is nearly double that by rail. Local time-tables should be consulted so as to secure a trip one way or the other by daylight. The night trip, however, is by no means devoid of interest, for the boats carry brilliant headlights which produce striking and novel effects along the densely wooded shores. A good view of Hart's Orange Grove is obtained in passing (see p. 190). The vicinity of Rolleston was early

settled by English pioneers, but was abandoned when the Spaniards resumed control in 1784.

A little above Westonia is the mouth of Dunns Creek, the navigable outlet of Crescent Lake (see p. 191), and at Buffalo Bluff is the railroad drawbridge. Nearly opposite Beecher is the mouth of the *Ocklawaha River*.

Beyond Fort Gates, a military post during the Indian wars, is the outlet of Lake George. The small island to the westward is Hog Island; the larger one is Drayton Island, containing 1,870 acres of remarkably productive soil, underlaid with beds of carbonate and phosphate marl. The island was settled by R. W. Towle, in 1875, and now has a well-to-do population of about one hundred and fifty. Orange culture is very successful on the island, owing to the protection afforded by the surrounding waters, and the inhabitants say that even the severe frost of 1886 passed over the island without doing any harm.

On the west shore is the outlet of Lake Kerr, a beautiful, irregular body of water, with two towns on its shores. Lake George, eighteen miles long, affords an agreeable change from the narrow, winding stream, but in a short time the southern inlet is reached, and shortly afterward Volusia, the site of one of the early Spanish Missions. From De Land Landing is a short branch railroad to the county town (see p. 198).

Blue Spring Landing takes its name from a fine spring that boils up from unknown depths a few rods from the river bank. To visit the spring it is necessary to pass through private grounds, for which permission should be asked. From this landing the Atlantic & Western Railroad (see p. 97) extends eastward to New Smyrna on the sea-coast.

A considerable stream joins the St. John's on the west side about six miles above Blue Spring. It is the Kissimmee River, but has no connection with the large river of that name farther south. Passing through the last drawbridge on the St. John's, Lake Monroe opens to the eastward with the distant buildings of Sanford and Enterprise visible among the tall palms on the opposite shores. (For Lake Monroe, see p. 197.)

River landings are as follows from Palatka to Sanford. Distances are given from Jacksonville. E. signifies east bank, W. west bank.

Hart's Orange Grove, E	75	Yellow Bluff, W	121
Rolleston, E	78	Spring Garden, E	122
San Mateo, E	79	Spring Grove, E	126
Edgewater, E	80	Lake View, E	132
Buffalo Bluff, W	87	Volusia, E	134
Horse Landing, W	96	Astor, W	134
Nashua, E	95	Manhattan, W	136
Smith's Landing, E	96	Fort Butler, W	138
Welaka, E	100	Orange Bluff, E	140
Beecher, E	101	Bluffton, E	140
Norwalk, W	103	St. Francis, W	155
Mount Royal, E	105	Old Town, W	156
Fruitlands, E	105	Crow's Landing, W	159
Fort Gates, W	106	Hawkinsville, W	160
Pelham Park, E	112	Cabbage Bluff, E	162
Racemo, E	112	De Land Landing, E	162
Georgetown, E	113	Lake Beresford, E	163
Orange Point, E	113	Blue Spring, E	168
Lake George, E	115	Wekiva, E	184
Drayton Island, W	116	Shell Bank, E	163
Salt Springs, W	119	Sanford, W	195
Benella, W	120	Mellonville, W	196
Seville, E	120	Enterprise, E	200

60. Sanford, Orange County.

Population, 3,500.—Lat. 28° 50′ N.—Long. 81° 17′ W.

HOTELS.—*The Sanford House*, $3 to $4 a day.—*San Leon Hotel*, $2 to $2.50 a day.

RAILROADS, STEAMBOATS, ETC. *Jacksonville, Tampa & Key West Railway*, north to Jacksonville (see pp. 69, 82, 97), and east to Indian River (see p. 97).

South Florida Railroad, south to Tampa, Punta Gorda, and the Gulf steamship lines (see pp. 70, 73, 79).

Sanford & Lake Eustis Railway, west to Tavares, Leesburg, etc. (see p. 48).

Sanford & Indian River Railway, southeast to Lake Charm (see p. 71).

The Orange Belt Railway, southwest to Tarpon Springs and the Pinellas Peninsula (see pp. 38, 49, 70, 74, 87).

All these roads use a station in common near the hotels and business streets. Restaurant in station.

Steamboats.—The steamboat wharf is five minutes' walk east of the Sanford House. There are daily boats to and from Jacksonville and intermediate landings.

Carriage rate from station or landing, 25c.; luggage, 25c. per piece.

Livery.—Saddle horses, 75c. to $1 an hour, $2 to $3 a day. Double teams, $5 a day.

Guides for hunting and fishing, $5 a day with dogs and outfit.

Sanford is pleasantly situated on the south shore of Lake Monroe, the land rising from the water level in a gentle slope sufficient for effectual drainage. The town is named after General H. S. Sanford, late United States Minister to Belgium.

The surrounding land was an old Spanish grant, and belonged, in 1870, to General Joseph Finegan, an ex-officer of the Confederacy. From him General Sanford purchased the entire estate (known as the old Levy grant) of twenty-three square miles. At that time there was on the lake shore an insignificant hamlet called Mellonville, after Captain Mellon, U.S.A., who was killed here in an engagement with the Seminoles. General Sanford's early attempts to introduce organized labor, whether white or black, were resisted by force of arms, but he soon became strong enough to defy the prejudices of the scattered population, and the result is apparent in the present prosperity of the place. A large number of Swedes were imported with their families, and they now form a prosperous part of the community.

Belair, three miles south of Sanford, and easily reached by rail or carriage road, is one of the largest and most famous plantations in the State. It is the property of General Sanford, who began operations on a large scale soon after his purchase of the Levy grant. The grove contains 95 acres of oranges and 50 acres of lemons, with a large experimental farm, where all kinds of exotics are tested under the best possible conditions for ascertaining their adaptability to the Florida climate.

Lake Monroe is nearly circular in shape, six miles long, a little more than five miles wide, and with an average depth of about twelve feet. Sanford and Enterprise are the only two towns on its shores. The fishing for bass and the other fresh-water varieties of fish is good in all parts of the lake, but of course the fish have their favorite feeding-grounds, and until these are ascertained there is little use in fishing. The shores of the lake are for the most part wild, and covered with a heavy growth of forest and saw palmetto. Deer and turkies are found within a few miles of the lake, and even along its less frequented borders, but without a guide and trained dogs it is nearly impossible to shoot them. Above Lake Monroe the river is not regularly navigated, though it is practicable for good sized launches. It winds for the most part among vast stretches of savannah and saw grass, occasionally spreading into large lakes, as Harney, Jessup,

Poinsett, Winder, and Washington. It is often a very difficult matter to decide which is the true river channel, but when found the stream is easily navigable and the upper lakes are so near the Indian River at Rockledge and Eau Gallie that carries are easily made across the intervening hammock. The upper St. John's should not be attempted save in a boat that will serve as a sleeping-place at a pinch, for there are often long stretches of morass where it is impossible to camp comfortably on shore.

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61. De Land. Volusia County.

Population, 2,000.—Lat. 29° N.—Long. 81° 14′ W.
HOTELS.—*Carrollton House*, $2.50 to $3.—*Parceland Hotel*, $2.50 to $3.—*Putnam House*, $2 to $3.
RAILROADS.—Branch to De Land Junction and Landing on St. John's River, five miles west, where connection is made with J., T. & K. W. Ry., and with river steamboats.
Carriage rate from station, 25c.; luggage, 25c. per piece.

De Land has good hotels, electric lights, numerous stores, churches, schools, and a general air of business prosperity. As the seat of government of a large county in the heart of the orange region it is the centre of a considerable amount of business connected with the growing interests of the community. The situation is healthful in the high pine region, and forest still surrounds it, save where it has been cleared away to make room for orange groves and other improvements. The town is named after its founder, Mr. H. A. De Land.

In the immediate neighborhood are several interesting places, notably the residence and grounds of Mr. John B. Stetson, of Philadelphia, where horticulture in its various branches is carried to a high degree of perfection.

The Irondequoit Dairy, within easy walking distance of the hotels, is interesting as one of the most successful attempts to introduce Jerseys, Holstein, and other high grade cattle into this region.

Lake Helen, six miles southeast, may be reached from De Land either by road through the woods or by rail, changing at De Land Junction and Orange City. (See next page.)

De Leon Spring, six miles north, is a pleasant resort for

picnic parties. The Spring boils up in such volume that it was formerly used to drive a sugar-mill, the ruins of which are still to be seen near by.

Spring Garden, three miles north of De Leon Spring, has entered successfully upon silk culture. There are several prosperous silk-farms in the vicinity, where may be seen the curious processes connected with this industry.

Dexter Lake and the St. John's River are available for boating and fishing excursions. The best hunting grounds are to the eastward, in a wide belt of sparsely settled country, partly savanna, partly hammock, from five to fifteen miles from the railroad. Hunters and guides can be engaged at $5 a day, or at a stated amount according to the success achieved; so much for a shot at a deer, so much for a turkey, or so much for a wildcat, the hunter, of course, not being responsible for the marksmanship of the sportsman.

De Land University stands on an elevation just outside the town, commanding a good view of the vicinity. It is designed to afford facilities for students of both sexes who prefer a southern climate during the winter months. There are ample buildings, separate dormitories, and a full staff of instructors for the different departments. The school year of thirty weeks begins in October and ends in May.

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62. Lake Helen. Volusia County.

Lat. 28° 58′ N.—Long. 81° 13′ W.
HOTELS.—*The Harlan Hotel*, $2 to $2.50 a day.—*The Granville*, $7 to $10 a week.
RAILROADS.—The Atlantic & Western Railroad east to New Smyrna and coastwise steamers, west to J., T. & K. W. Ry. and St. John's River steamers.

Lake Helen is essentially a resort or sanitarium. Its inhabitants are mainly Northerners, who come for the winter, preferring the air of the piney woods to that of the seacoast. For such persons the situation is very attractive. The land is high, the surface of the lake being about sixty feet above the sea level, and the bluff where the hotel stands some thirty feet higher.

The place is named after the daughter of its founder, Mr. H. A. De Land. The lake is one of a chain of similar lakes of

small size, but filled with pure water and of great depth. Lake Helen, it is said on good authority, has been sounded to a depth of more than two hundred feet without finding bottom. The fishing is good and the hotel has a large fleet of rowboats at the disposal of its guests without extra charge. Along the west shore of the lake are a number of handsome cottages, with luxuriant flower-gardens containing all kinds of tropical and semi-tropical plants that grow and blossom in the open air all the year round. The facilities for housekeeping are exceptionally good, as there is a large vegetable garden connected with the hotel, a local meat market, and stores that furnish the ordinary supplies required in this climate.

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70. Daytona, Volusia County.

Population, 1,700.—Lat. 29° 10′ N.—Long. 81° W.
HOTELS.—*Ocean House*, $2.50 to $3 a day.—*Palmetto Hotel*, $2 to $2.50 a day.
RAILROADS AND STEAMBOATS.—St. John and Halifax River Railway, to Palatka. Steamboats to Lagoon landings, Titusville, and Rockledge.

From Palatka to Daytona is 57 miles (3 hours 25 minutes). The general direction of the railroad is southeast, passing from Putnam to St. John's County at Yelvington, crossing the latter and entering Volusia County a mile south of Bulow (see pp. 80, 82, 94). After crossing the bridge at Palatka the famous Hart orange grove may be seen to the south of the track. Leaving the hammocks and rolling pine lands that border the St. John's River, the country becomes low and the track runs for miles across the head of a great cypress swamp that extends far down into Volusia County. Beyond this the country becomes flat and at length opens out into prairies, which give way again to wonderfully rich hammock ridges along the coast. The Tomoka River is crossed near a station of that name.

The town of Daytona stretches for two miles along the west bank of Halifax River, a salt water lagoon about three-fourths of a mile wide. It has streets pleasantly shaded with live oaks and palmettos, including unusually fine specimens of both. The hammock ridge on which the town stands averages two miles wide and extends for 60 miles

down the coast. It is covered with a dense growth of hard wood, including wild orange-trees, many of which have been grafted and brought under cultivation. Among the notable groves of the vicinity are the Higby, Blake, Wilder, and Handy groves, the last named being a young grove while the others are largely grafted on wild stock. To *Holly Hill*, three miles north of Daytona, is a good road bordered with palms, and, for the greater part of the distance, within sight of the water.

Silver Beach. The peninsula that separates Halifax River from the ocean rises to a considerable height opposite Daytona and for some miles to the northward. On the landward side of this ridge are some of the most charming places in Florida. Sheltered from the direct force of the ocean winds, the gardens and plantations are remarkably luxuriant and produce the more delicate varieties of tropical fruits and flowers in abundance. There are several private residences at Silver Beach, where a system of subirrigation has been introduced with remarkable results, notably in the grounds of Mr. Clark Marsh.

Drives. Many of the roads about Daytona are exceptionally good, especially along the shore where shells have been available for mixing with the soil. By far the finest drive is along the ocean beach in either direction. At low tide an expanse of sand several hundred feet wide is laid bare. Level and hard as a floor, no finer driveway can be imagined. Bridges cross Halifax River at Daytona and Ormond, so that the route can be conveniently varied. For beach drives the time of the tide should always be considered, as the sand is very heavy above high water mark. Extended excursions up the beach, twenty six miles to Matanzas Inlet (see p. 178), or southward to Mosquito Inlet, twelve miles (see p. 207), are quite practicable. At Mosquito Inlet there are good hotels, but there is none within easy reach at Matanzas, so that a good store of provisions and a supply of fresh water should be taken if the longer excursion is attempted. On the main land there are exceptionally good roads southward to and beyond New Smyrna.

71. Ormond, Volusia County.

Six miles north of Daytona (see above). Population, 300.
HOTEL.—*The Ormond*, $4 a day.

A fine bridge spans Halifax River at this point, and a tramway crosses it extending to the ocean beach at one end and to the St. J. & H. R. Railway at the other. Cars run at half hour intervals, connecting with all passenger trains. The Ormond Hotel has a large and completely appointed *annex* on the ocean beach, so that guests can choose between the magnificent ocean view or the more sheltered outlook across the lagoon. The distance between the two houses is nearly a mile, but inter-communication is easy by tramway or carriage road.

Tomoka River is a tributary of the Halifax, following a northerly course nearly parallel to it, and navigable for canoes and small boats for about twelve miles. The Tomokas were a powerful Indian tribe during the early years of Spanish occupation. A catechism in their language was prepared by the Jesuit missionaries and published about 1613.

For other excursions in the vicinity of Ormond see Route 60.

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72. Halifax River.

This lagoon, or tidal river, has a total length of about twenty-five miles from its head to Mosquito Inlet. Its general course is parallel to the ocean, from which it is separated by a narrow strip of land, partly hammock and partly the ordinary beach growth of saw palmetto.

For the first six miles north of the inlet the river is bordered by marshes, and is from two hundred to four hundred yards wide, with at least eight feet of water in the channel. Thence for fourteen miles it widens to about three-quarters of a mile, with a channel depth of three to eight feet. Above this it narrows again, and for a distance of four miles is known as Halifax Creek. The headwaters consist of two branches, Smith's Creek closely following the beach, and Bulow's Creek turning more to the westward and rising in Graham's Swamp. There are bridges at Daytona and

Ormond, respectively twelve and eighteen miles from the inlet.

Just north of the inlet is a wide stretch of marsh, intersected by narrow creeks that connect to the westward with shallow bodies of water known as Rose, Strickland, and Turnbull Bays.

Steamboats of light draught run regularly through Halifax River, leaving Daytona in the morning on alternate days, touching at Blake, Port Orange, Ponce Park, and other landings, and continuing down Hillsborough and Indian Rivers as far as Rockledge. Railroad connections at Daytona, New Smyrna, and Titusville.

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80. New Smyrna. Volusia County.

HOTEL.—*Ocean House*, $3 a day.
RAILROAD.—The Atlantic and Western (see p. 97).
Steamboats on Halifax and Hillsborough Rivers.

New Smyrna is one of the oldest settlements in Florida. Shell-mounds and barbaric implements are found, proving its early occupation by Indians, and there are numerous ancient ruins, probably of Spanish construction, but concerning which nothing definite is known.

Authentic history begins in 1767, when a certain Dr. Andrew Turnbull, an English gentleman of fortune, entered upon the gigantic task of draining the low hammocks back of New Smyrna, and making them fit for cultivation. He had satisfied himself of the wonderful richness of this tract, and preliminary surveys had proved the possibilities of drainage. This was four years after the cession of Florida to Great Britain, and the English were fast learning that they need not depend on provision ships for the necessaries of life.

Turnbull procured a grant of sixty thousand acres from the Governor on condition that certain improvements should be made within a specified time. He then sailed to the Mediterranean, and secured permission from the authorities to transport to Florida a large number of Greek families. For this permit he paid £400. Most of the Greeks were

from the Peloponnesus. The number was further recruited from the Balearic Isles, and in the end some fifteen hundred persons, men, women, and children, emigrated under his leadership. On his part free transportation, with good provisions and clothing were guaranteed. If any were dissatisfied at the end of six months they were to be sent home, but those who remained and worked for three years were to receive fifty acres of land for each family, and twenty-five acres for each child. The voyage proved long, and many died on the passage, but the survivors began work with good courage, built palmetto huts for the approaching winter, and planted crops that yielded full returns in early spring. As soon as it was certain that the colony was secure against hunger, Turnbull planted indigo. In 1772, about three thousand acres were under cultivation, and the net value of the crop was £3,174.

Success seemed assured, but for some reason the management of affairs was left to agents, who inaugurated a system of oppression that soon became absolute slavery with all its revolting features. By 1776 only six hundred of the colonists were left. In the summer of that year a party of Englishmen from St. Augustine visited New Smyrna to see the improvements, and, while conversing among themselves, their comments on the state of affairs were overheard by a bright Minorcan boy, who immediately told his mother what he had heard. Secret meetings were held, and a plan was concocted whereby a party of three of the bolder spirits were granted leave of absence to catch turtle. Instead of going south, however, they started up the coast, swam Matanzas Inlet, and reaching St. Augustine appealed to Governor Tonyn for protection, which was promised. The envoys returned to New Smyrna with the tidings of release. A leader was chosen, Pallicier by name, and under his direction the able-bodied men provided themselves with wooden spears, rations were packed for three days, and with the women and children in the centre the six hundred began their march. So secretly was all this managed that they had proceeded several miles before their departure was discovered. No attempt at forcible restraint was made, though it is said that

Turnbull himself waylaid them before they reached St. Augustine, and endeavored to persuade them to return. They marched on, however, and reported to the Governor, who ordered provisions for them, and organized a court for the trial of their cause, the Attorney-General of the Province, Younge by name, appearing as their counsel. Turnbull failed to establish any further claim upon their services, and they were assured of personal liberty. Lands were assigned them, and they soon became an influential element of the population in St. Augustine. Some of their descendants are still to be found in the neighborhood of New Smyrna, whither they returned after they became assured that there was no danger of re-enslavement.

The canals, half-overgrown trenches, and crumbling ruins of stone buildings are all that now remain of Turnbull's enterprise, but they are beginning to play their part in the new agricultural undertakings of the day. No doubt the whole elaborate system of drainage will sooner or later again be utilized.

After the Minorcan revolt New Smyrna was abandoned for nearly a generation. In 1803, however, a few pioneers came back, and by 1835 some degree of prosperity had returned. Then came the Seminole War and the little settlement was nearly exterminated by successive raids. After peace was restored the survivors found their way back, rebuilt their houses, and for twenty years were undisturbed.

With the outbreak of the Civil War Mosquito Inlet offered a tempting haven for blockade-runners, and it became necessary to break up the rendezvous. Two United States gunboats, the Penguin and the Henry Andrew, reached the inlet on March 20, 1862. The last named vessel, being of light draft, crossed the bar. On the 22d a boat expedition, with 43 men, was sent down to Mosquito Lagoon to reconnoitre. They went down eighteen miles, passing New Smyrna unmolested, but on their return the leading boat was fired into from an earthwork near the town, which from previous examination was supposed to be abandoned. Lieutenant Budd of the Penguin and Master Mather of the Andrew were killed, and in the engagement that followed thir-

teen others were killed or wounded. The survivors took to cover on shore and rejoined their ships after night had fallen. Of course summary vengeance was taken for this attack, and all buildings, wharves, and the like, that could be of service to blockade-runners were destroyed.

New Smyrna is a favorite resort for sportsmen. The proprietor of the hotel, Captain Sams, is familiar with the whole region and is always ready either to accompany his guests himself on hunting expeditions or to furnish competent guides, boats, and equipments. Large and small game of all kinds is to be found in the woods and savannahs of the mainland, and water-fowl frequent the marshy islands that border the lagoons. The best of salt-water fish are caught from the wharves or in the channel, especially in the vicinity of Mosquito Inlet, four miles distant (see p. 207).

A few rods south of the hotel is one of the drainage canals cut by Turnbull's engineers. On the other side, north of the hotel, is a fine shell-mound, on which Turnbull built his "castle" which is said to have been a solid structure capable of good defence. The house that now occupies the mound is built over the old cellars. South of the railroad are other ruins, the remains of an old stone wharf, an old burial-ground, and other evidences of long-forgotten habitations. Farther back from the shore are ruined sugar-mills, indigo-vats, and a network of admirably planned and constructed drainage works. In this direction an excellent road continues to *Hawks Park* (2 miles), a beautifully situated town with pretty houses, a fine reach of river and easy access to an ocean beach that has not a break for 130 miles.

Four miles north of the town, on a fine shell-mound, are the walls of an old coquina house, still in excellent preservation. It is called "The Rock House," but nothing whatever is known of its origin. It is said to have antedated the Turnbull period. Two or three times it has been repaired and occupied, but as often has been destroyed by war or accident. It is a picturesque little ruin, commanding a fine outlook to seaward. The road lies through a magnificent forest. Beyond the "Rock House" the road continues several miles to a point overlooking Turnbull Bay, where

luncheon can usually be procured at a house near by. It is not a public house, however, and such accommodation is by courtesy.

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81. Ponce Park and Mosquito Inlet, Volusia County.

Lat. 29° 4′ 49″ N.—Long. 80° 55′ 33″ W.
Pacetti's Hotel, $2 a day.
Steamboats, on alternate days, north to Daytona and south to New Smyrna and Titusville, at all which points are railroad connections.

The coast from Matanzas Inlet (see p. 178) to Mosquito Inlet, forty-eight miles, is a repetition of that to the northward. A continuous beach of hard, white sand, with deep water half a mile to seaward. The general trend of the coast is south by east, curving slightly inward, and the woods from inlet to inlet on the mainland are seemingly unbroken. About three miles north of Mosquito Inlet there is a conspicuous green hill forty feet high, and there are numerous sand-hills in the vicinity twenty feet high. Conspicuous bluffs lie also to the southward of the inlet. The break in the beach is half a mile wide with a channel two hundred yards wide and five to ten feet of water at low tide. The main rise and fall of the tide is about two feet four inches. The sand-bars shift rapidly according to wind and tide, and the entrance is dangerous without a local pilot. The lighthouse is a red brick tower surmounted by a black lantern 160 feet above the sea. It shows a white fixed light of the first order, visible eighteen miles at sea. This tower was finished in 1887 and will well repay a visit, for all its appointments are of the most approved type. A flight of 218 steps leads to the lantern. The walls are twelve feet thick at the base. From the gallery at the top a strange and impressive view may be obtained of the inlet and the surrounding wilderness of sea and shore. The lighthouse is open to visitors at all hours when the keepers are not on duty. The exact latitude and longitude of the tower are given at the head of this article.

Ponce Park is the lawful name of the hamlet half a mile north of the light tower. It is a noted resort for fishermen, as the neighboring waters abound with sheepshead, bass, Spanish mackerel, bluefish, and the other salt-water varie-

ties. The hotel is adequate for the needs of sportsmen. The walks in the vicinity are limited to the beaches and to a few trails cut through the scrub to the ocean. From the hotel south to the inlet (one mile) is an easy walk and the magnificent ocean beach may be followed thence as far as desired. Some of the trails leading from the beach to the lighthouse and hotel are very difficult, and should not be attempted except by good walkers. The ocean beach is very fascinating with its rare and curious shells and its endless perspective of sand and surf. It is in perfect condition for driving during several hours between tides every day.

For extended excursions boats are the only available vehicles, and of these there is a good supply at the hotel. The lagoons north and south, the beach beyond the Inlet, and the intricate channels leading into Turnbull Bay are all open to the boatman, and full of attractions for gunners, fishermen, and tourists.

Hillsborough River extends southward from Mosquito Inlet thirty-six miles, to the head of Indian River. The first few miles are bordered by bluffs on the south or seaward side and marshes on the north. The channel is quite deep, vessels drawing ten feet ascend to New Smyrna (see p. 203), but the shallows are intricate and shifting. Through this part of the river the tide runs swiftly. South of Smyrna the river is nearly parallel to the beach. The dividing strip of land is often high and wooded, with occasional settlements. The mid section of the river is much cut up and obstructed by mangrove islands, and the channels are intricate, but the main passage has been well marked by beacons maintained by the canal company. In some places the water is ten feet deep, but only four feet can be carried through.

Turtle Mound, ten miles south of Mosquito Inlet, is the only conspicuous natural landmark on this part of the coast. It is so called from its fancied resemblance to a sea-turtle, the central mound representing the shell, and two flanking mounds the flippers. Seen from the summit of the mound, the resemblance is quite apparent, but it is probably accidental. The mound is about forty feet high. The north

side is quite precipitous, showing the shell strata with occasional evidences of fires, and, rarely, some rude Indian relic. An excavation was made by explorers in the summit of the mound many years ago, but nothing of especial interest was discovered.

The lower or southern reach, Hillsborough River, is twenty miles long with an average width of about two miles. A narrow strip of sand, often not more than two hundred yards wide, separates it from the beach. The depth is four and one-half to five feet. About twelve miles from its junction with Halifax River it overlaps the head of Indian River, being divided from it on the west by a ridge of limestone rock, generally about one thousand yards wide. A canal has been cut through the ridge seven hundred and fifty yards long and fifty feet wide, and through this the boats of the Indian River Steamboat Company now pass regularly to and from the Indian River. Below the Haulover Canal the land separating Halifax and Indian Rivers broadens into a large tract known as Merritt's Island, though it is in reality two islands separated by Banana River (see map of Brevard County, p. 9).

Towns and landings on Halifax River, Hillsborough River, and Mosquito Lagoon are as follows:

	Miles.		Miles.
Tomoka	0	New Smyrna	5
Ormond	6	Hawks Park	3
Holly Hill	3	Oak Hill, Eldora (East bank)	10½
Daytona	3	Shiloh	5
Blake	3	Haulover	6
Port Orange	3	Titusville	12
Ponce Park (Mosquito Inlet)	5		

90. The Indian River.

See map of Brevard County, p. 9. The direct route from Jacksonville to the head of the river is by J., T. & K. W. Ry., one hundred and fifty-nine miles, to Titusville (5 hours 50 minutes). This may be varied by going to Daytona and the ce by boat southward. Boats leave Daytona on alternate days, or by rail to New Smyrna, and thence by boat as above (see p. 209).

Indian River is in many respects the most remarkable and interesting watercourse in Florida. Connected through inlets with the Atlantic Ocean, and more or less affected by its tides, it retains many of the characteristics of a freshwater stream, owing to the numerous tributaries that join it from the great natural reservoirs of the mainland.

From its head, twelve miles north of Titusville, to its southern extremity at Jupiter Inlet, Indian River is one hundred and forty-two miles long, and so straight that water and sky seem to meet, as at sea, when one looks north or south along the river. The width varies from one hundred feet in the Narrows, to three miles or more at the widest part. The head of the river is divided opposite Cape Canaveral by a broad tract called Merritt's Island. The eastern branch is Banana River, and this again has a branch called Banana Creek, dividing the Island opposite Titusville (see map of Brevard County). Banana River has five to six feet of water; Banana Creek two to three feet. Indian River communicates with the sea through two inlets, namely, Indian River Inlet, sixty miles south of Cape Canaveral, and Jupiter Inlet at its southern end. The first named has about four and one-half feet at high water, and the other about five feet.

Cape Canaveral (pronounced Can-av'-eral) is a peculiar sharp outstanding angle of the coast, projecting about eight miles beyond the general trend of the beach. To the north and south the coast line is south-southeast. A glance at the map immediately suggests the idea that Merritt's Island was once the cape, and that slow geological upheaval raised it to its present altitude, while the present cape was thrown up by the sea to take its place as a breakwater. The general outlines are almost identical. The cape is a triangular tract of bare sea sand, partially covered with scrub, desolate be-

yond expression, but a fine ocean view and an outlook over the strange landward prospect may be obtained from the tower. The mainland is largely shut off by the comparatively high ridges of Merritt's Island, but the whole course of Banana River can be followed.

The lighthouse tower stands on the northeast pitch of the cape, in latitude 28° 27′ 37″ N., Long. 80° 31′ 31″ W. The tower is 139 feet high, and shows a white flash light of the first order every sixty seconds, visible 17¾ nautical miles. The tower is painted black and white in horizontal bands. A light was first established here in 1847, and the old tower still remains as a landmark. The present tower was built in 1868. An automatic whistling buoy is anchored 6¾ miles off the cape to warn vessels of dangerous outlying shoals when the light cannot be seen. In 1887 the sea encroached 129 feet on the tower, and Congress made an appropriation to construct a revetment for its protection.

At the outbreak of the Civil War the lightkeeper, Captain Burnham, who had been long in the service of the Government, learned that a project was on foot to seize and destroy the costly Fresnel lantern and its machinery. Burnham was in sympathy with the cause of secession, but he was nevertheless faithful to his trust, and baffled all attempts of the Confederates to capture the lantern and its belongings.

Six miles north of the cape are the remains of an old redoubt, evidently the work of Europeans. It is not improbable that this may have been the fort erected by the survivors of Ribaut's expedition who refused to surrender to the Spaniards at Matanzas (see p. 178).

The sea-coast from Mosquito Inlet to False Cape is formed by the narrow strips of land that separate the inland lagoons from the ocean, everywhere is a stretch of beach backed by scrub and a forest of pines with an occasional hammock island or shell mound. The three-fathom line is in some places only a third of a mile from the beach. Between False Cape and Cape Canaveral there are dangerous outlying shoals, with a good depth near the beach.

The boats of the Indian River Steamboat Company leave Titusville every morning for Jupiter and intermediate land-

ings. The conditions of navigation are such and the length of the trip so great that it cannot be accomplished wholly by daylight, but the boats are commodious and well equipped in all respects, with comfortable state-rooms and an excellent table.

The whole trip is interesting to the tourist for its novelty. On the one hand is a narrow strip of beach across which, at intervals, one may see the masts of southward bound steamers, keeping close in shore to avoid the Gulf Stream ; on the other are occasional settlements with the unbroken forest between, and beyond them a wilderness that has never yet been thoroughly explored. On the broad reaches of the river are countless flocks of ducks and geese, and overhead are hundreds of unfamiliar birds. The navigation of the narrows is always entertaining. The boats are built with special reference to short turns, and as they push their way through the crooked channels, the mangroves brush along the guards, and some new surprise awaits the spectator at every turn. The water is usually highly phosphorescent at night, and wonderful displays of nature's fireworks may be seen as the boat passes through flocks of ducks or over schools of mullet and the other fish with which these waters abound. At times the surface, for a hundred feet or more on either side of the bow, is crossed and recrossed by an intricate embroidery pattern traced in lines of soft yet brilliant light.

The last part of the trip to the southward is necessarily performed by night, but on the return trip this part of the journey is made by daylight, so that, going or returning, there is an opportunity to see the whole river.

The western shore is the home of the famous Indian River orange, and in the vicinity of the settlements cultivated groves have replaced the dense natural growth. In most cases a screen of palmettos or other forest trees has been left to protect the oranges from the easterly winds, which, coming direct from the ocean, are often injurious. For this reason few groves are to be seen from passing steamers, but during the shipping season the boats are heavily freighted with crates of the finest fruit.

Farther south pineapples become an important item of commerce, and the bluffs near Eden are covered with acres of this curious plant. One of the most enjoyable features of the trip is the gradual change noted in the vegetation, which assumes more and more the subtropical characteristics until at Jupiter a fine specimen of the cocoa-palm is seen in full bearing.

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91. Titusville, Brevard County.

Population, 1,000.—Lat. 28° 35′ N.—Long. 80° 40′ W.
HOTELS.—*Indian River Hotel*, $1.50 to $2.50 a day, $6 to $10 a week.—*Grand View Hotel*, same rates.
RAILROAD.—Indian River Division J., T. & K. W. system to Enterprise Junction. For stations and distances see pp. 11 and 97.
STEAMBOATS.—The Indian River Steamboat Company. Daily boats to Jupiter. Boats on alternate days to Daytona and intermediate landings.
Saddle-horses, 25c. an hour, $2 a day.
Rowboats, 25c. an hour, $2 a day. *Sailboats*, $2 to $10 a day.
Guides, $1 to $5 a day.

Titusville is the county town, with a bank, stores, and considerable business interests. It affords a good head-quarters for tourists or sportsmen desiring to engage boats for long hunting and fishing expeditions. In the immediate vicinity are Cape Canaveral and the creeks, rivers, and ponds intersecting Merritt's Island, the beaches, the Haulover Canal, with the Dummitt orange grove, and the shores of Indian River in either direction.

Titusville was formerly called Sand Point. It was founded by one Colonel Titus, a leader in the Kansas Crusade of 1855–1856, and a pioneer in this region, who was for many years the autocrat of the settlement.

92. Rockledge, Brevard County.

Population, 300.—Lat. 28° 18′ N.—Long. 80° 38′ W.
HOTELS.—*Indian River Hotel*, $4 a day.—*New Rockledge*, $2.50 a day.—*Tropical House*, $3 a day. Good board at $12 a week.
Churches, Episcopal, Methodist, and Presbyterian.
Guide, C. E. Cook. Special terms must be made.
Rowboats, $2.50 a day. *Sailboats*, $4 a day.

The appropriateness of the name Rockledge is evident as soon as the steamer draws near the shore. For three or four miles an abrupt dyke of coralline rock rises along the waterside to a height of from six to twelve feet. Along the crest of the ridge, sheltered from the ocean winds by a fine growth of palms and live oaks, is the town of Rockledge, with numerous handsome houses, many of them designed for the winter residences of Northern visitors, several good hotels, and a general air of comfort and prosperity that cannot fail to prove attractive. An excellent roadway, suitable for pleasure driving, extends for several miles along the waterside.

The river is here about a mile and a half wide, the opposite shore being the southern point of Merritt's Island. Beyond this is the wide Banana River, separated from the ocean by a narrow strip of sandy beach. The river in both directions offers numerous attractions for hunters, fishermen, and picnic parties.

Three miles west of Rockledge is Lake Poinsett, to the shores of which there is a practicable road. Boats are sometimes hauled across. The fishing in the lake is said to be exceptionally good, and game of all kinds is to be found along the borders of the savannahs.

93. Melbourne, Brevard County.

Population, 200.—Lat. 28° 5′ N.—Long. 80° 30′ W.
HOTELS.—*Carleton, Goode House, Idlewild Cottage, Riverside,* $1.50 to $2 a day, $7 and upward by the week.
STEAMBOATS.—Indian River Steamboat Co., daily, north to Titusville, south to Jupiter.
Churches.—Episcopal, Methodist, Presbyterian.

At this point the River is two miles across and the peninsula half a mile wide, with a tramway to the ocean beach, where are facilities for bathing. The trip across the river is made by steam ferry or by small boats, and is the favorite short excursion for visitors. Not far distant is the Government House of Refuge provided for the relief of shipwrecked mariners.

There are no roads suitable for driving in this neighborhood. All locomotion must needs be effected on foot or by water. The mouth of Banana River is about six miles north of Melbourne. The town of Tropic, with a hotel where meals or lodging may be had, is on the point between the two rivers. It is an all-day excursion by steam launch to Canaveral near the head of Banana River. A difficult trail leads westward about seven miles through hammocks and swamps to Lake Washington, one of the sources of the St. John's River. All kinds of game are to be found in the vicinity of Melbourne. There are no professional guides, but it is always possible to secure the services of a hunter familiar with the region. Special bargains are made according to services required.

94. Jupiter Inlet, Dade County.

Lat. 26° 56′ 54″ N.—Long. 80° 4′ 48″ W.
HOTEL.—*The Chattahoochee* (a large river steamboat moored to the wharf and adapted to this use), $3 a day.
Steamboats.—Indian River Steamboat Company, daily to Titusville.
Railroad.—Jupiter & Lake Worth Railroad, 8 miles south to Juno.
Boats.—Naphtha launch and rowboats for hire at hotel at reasonable rates.

Jupiter Inlet marks the southern extremity of the long series of rivers or lagoons that skirt the coast of Florida in an almost unbroken chain. The opening is about one-eighth of a mile wide with three feet depth at mean low water. The tide runs swiftly at the ebb and flow, fresh or salt water preponderating according to the stage of the water in the everglades and the considerable streams that here make down from the interior. The inlet widens just within the beach, and there is good and secure anchorage for small vessels inside the north point.

The large steamboat that does excellent duty as a hotel is moored about a mile from the inlet, and nearly opposite the mouth of Jupiter Sound, as the lower reach of the river is called. From the upper deck there is a good view of the inlet and the neighboring waters.

No one capable of mounting the stairs should fail to cross over to the lighthouse and enjoy the impressive view of ocean, river, forest, and prairie that spreads map-like to the horizon in all directions.

The tower stands on a high bluff west of the mouth of the sound, it is 94 feet high from base to centre of lantern. The total height above the sea-level is 146 feet. The light is of the first order, showing a fixed white light varied by a white flash every ninety seconds. It is visible 20 miles. Cape Canaveral, 147 miles nearly north, and the lighthouse on Fowey Rocks, 94 miles nearly south, are the nearest neighbors of this lonely tower, which was established here in 1860 and save during the four years of civil war has not failed. From the lantern gallery one may see, in clear weather, more than forty miles up and down the coast, and across the intervening forest nearly to the shores of Lake Okeechobee. To the northward may be traced the courses of Jupiter Sound, North Fork, and Northwest Fork, while to the

southward are Southwest Fork, and Lake Worth Creek. All these streams are easily navigable for many miles, are literally alive with fish, and receive numerous tributaries which can be ascended in canoes or small boats into the heart of the wilderness. Lake Worth Creek is navigable with a short carry to the lake, but it is almost impossible to find the right channel without a guide. As a rule all the streams in this region become very crooked near their sources, and the various channels are so often involved that the explorer should not forget to mark the different openings wherever the current fails to indicate the true course.

There is no better fishing on the coast than is found at Jupiter Inlet. Bluefish, bass, pompano, cavaillé, runners, ladyfish, sheepshead, and other varieties are taken with the rod. Tarpon are found here, but will rarely take bait before May or June. Sharks abound at the inlet and may be caught with suitable tackle in the channel or from the steamboat wharf. Panthers and wild cats still prowl about the settlement at night, and bears frequent the hammocks and islands along the water-courses. Deer and turkeys are pretty well hunted off by the Indians, who range as far north as this from their haunts in the everglades, but with the aid of guides good sport may be had by hunters who are not afraid of hard work.

The lighthouse settlement includes a signal station, with a complete outfit of instruments. It is the duty of the sergeant in charge to transmit to Washington daily weather reports, and as this station is the most southerly on the Atlantic coast his warnings of cyclonic storms are often of great importance. He also signals passing vessels and reports them for the benefit of merchants. A Government telegraph line runs from this point to Titusville, so that there is easy communication with the North.

Jupiter may be regarded as the northern limit of the cocoa palm. A fine large tree in full bearing stands at the foot of the bluff below the lighthouse. A few miles farther north, on the east side of Jupiter Sound, there is a thriving group of young trees, but north of this latitude their existence is somewhat precarious.

Whence Jupiter derived its name is not certainly known. It was occupied as a military post during the Indian war, and two considerable engagements occurred, one on "Jupiter Creek," on January 15, 1838, and the other near the inlet, on January 24th of the same year. A large number of Indians were captured at that time by the United States forces.

Aside from the lightkeepers' families, the life-saving crew, and the employees about the hotel and wharf, few inhabitants are discoverable. There is, however, a sparse population in the vicinity, and now and then an Indian or a hunter finds his way to the landing with game or in search of supplies.

The manatee or sea-cow is still found in this vicinity, though he must be regarded as nearly extinct. Inasmuch as this curious amphibian is perfectly harmless, and since his carcass is neither useful nor ornamental, it is hoped that persons with firearms will deny themselves the pleasure of shedding his blood. Pelicans, too, are far more interesting alive than dead. They readily become quite tame if not molested, and, since they cannot be regarded as game birds, all true sportsmen should oppose their indiscriminate slaughter.

An expedition in a small boat after dark is very enjoyable, and often exciting, from the multitudes of fish that dash against the boat, and sometimes leap over or into it in frantic efforts to escape from their pursuers. A lantern shown at a favorable moment will sometimes bring mullet flying into the boat by dozens.

It is interesting to stand on a lofty observatory after nightfall and watch the revolving rays of the lighthouse as they touch different points of sea and shore, here penetrating a dark nook among the mangroves and there lighting up a stretch of beach, with white breakers on the bar. With a powerful field-glass one may see strange sights as the rays search out bird, beast, or fish, under the fancied security of darkness.

Except in very calm weather small boats should not go outside the inlet. The tide sets outward furiously, and no one not perfectly familiar with the management of boats

should venture near the narrow channel. The outer breakers are very deceptive. Often when they look quite harmless from the beach they will be found very formidable when near at hand. To be upset or swamped with the tide running ebb is a perilous mishap.

One mile south of the inlet is the United States Life Saving Station. The walk to it is not difficult, either along the beach or across the point. In either case turn to the left after leaving the wharf and follow the road past the post-office. Thence a foot-path leads along the shore of the inlet, sometimes at the waterside, and sometimes among the trees, to the ocean beach, where the station will be seen about one mile to the right. If the old trail to Lake Worth be followed it will be found to lead southward through a low growth of scrub and cedars. A walk of twenty minutes will bring the station in sight to the eastward. A trail has been cleared to the road nearly opposite the station.

There is no danger of losing one's bearings anywhere between the railroad and the ocean, for the sound of the surf is a sure guide, and both beach and railroad track lead directly to the hotel. The Life Saving Station was established in 1885. Seven men are continually on duty, and, though no wrecks have occurred since the house was built, coasting craft often come to grief at the inlet and require assistance. There are weekly drills in all the operations of the wrecking service, launching the boat through the surf, gun-practice, signalling, etc. It is always interesting to witness these exercises, often involving skilled handling of the life-boat in heavy rollers.

The beach on either side of the inlet is strewn with sun-cured sponges, sea-beans, cocoanuts, and a hundred strange forms of animal and vegetable life swept up from the coral reefs by the Gulf Stream, whose dark waters may often be seen a few miles off shore. Mangroves, aloes, gum alimbo, sea-grapes, and here and there a cocoa palm, are among the wild growths that are found along these beaches and wooded knolls. Here the mangrove assumes its subtropical vigor, and it may afford amusement to athletes to penetrate a mangrove swamp by walking and climbing from root to root for

a few hundred yards. Along the shore of the bight that makes in to the south of the inlet sand has drifted among the mangroves, and there is good walking in all directions. It is worth a visit to study close at hand the picturesque and uncanny shapes assumed by this strange tree that is constantly encroaching on the sea, filling up inlets and making islands that eventually become a part of the continent.

The outer ocean beach, or peninsula, from Cape Canaveral southward, varies in width from a few hundred feet to a mile or more. Sometimes it is barren and sometimes covered with a fine forest growth of pine or hardwood. At intervals different inlets open or close according to some law dependent on shifting currents, and on the amount of rainfall in the interior. At different times within the present century inlets have existed at Indian River Inlet, St. Lucie Rocks, and Gilbert's Bar, but for several years they have all been closed. During the summer of 1889 Indian River Inlet reopened and a channel formed with three feet of water at low tide, Jupiter Inlet closing at about the same time.

At intervals along the beach are houses of refuge, established by the United States Government for the relief of shipwrecked mariners. These differ from life-saving stations in that no full crew is permanently on duty. A keeper is always at hand, and an ample supply of provisions is kept in store. Each station has a lifeboat, which in case of need can be manned by a volunteer crew. On the Indian River beach there are such houses at Chester Shoal, one mile and a half north of False Cape; at Cape Malabar; at Bethel Creek, ten miles north of Indian River Inlet; at a point just south of Indian River Inlet, and at Gilbert's Bar. At intervals of a mile along the beach signboards are set up giving the distance and direction of the nearest house of refuge. Regular life-saving stations are hardly necessary along this beach, as vessels usually take the ground in such a way that with the exercise of ordinary seamanship no lives need be lost. Food and drink, however, are not readily to be found, and the houses of refuge often afford needed relief.

The following is a list of landings and distances on the Indian River. The steamboats touch only on signal at

many of the places named. W. indicates the west bank or mainland. Distances going south on the right, north on the left.

154	Titusville, W	0
142	Hardeeville, W	12
140	Courtney (Merritt's Island)	14
139	Faber's, W	15
137	Sharp's (Merritt's Island)	17
136	City Point, W	18
132	Merritt (Merritt's Island)	22
130	Cocoa, W	24
129	Hardee's, W	25
128	Rockledge, W	26
126	Paxton's, W	28
125	Magruder's	29
123	Georgiana (Merritt's Island)	31
121	Whitfield (Merritt's Island)	33
117	Brantley (Merritt's Island)	37
112	Tropic (Merritt's Island)	42
104	Eau Gallie, W	50
103	Melbourne, W	51
96	Tillman, W	58
94	Malabar, W	60
86	Micco, W	68
81	Sebastian, W	73
74	Orchid (Peninsula)	80
71	Enos (Peninsula)	83
68	Narrows (Peninsula)	86
48	St. Lucie, W	106
45	Fort Pierce, W	109
38	Aukona, W	116
31	Eden, W	123
24	Waveland, W	130
0	Jupiter, W	154

95. Jupiter Inlet to Lake Worth.

By Jupiter & Lake Worth Railway, 8 miles (30 minutes). By boat, 10 miles from inlet to inlet.

The trip from Jupiter to Lake Worth is now accomplished in a few minutes. Until the season of 1889–90 it was a tedious ride of three hours over a heavy road, where the horses could rarely move faster than a walk. The ocean beach in this vicinity is not available for driving. A good walker may cover the distance between the inlets in three hours, but the sand is too heavy for enjoyable walking.

The little railroad, with its galaxy of mythological names, prudently takes shelter behind the beach ridge throughout its course. Here and there through gaps in the ridge glimpses are caught of an emerald sea and snowy breakers. On the landward side there is but little to break the monotony

of saw palmetto, and beach scrub. The intermediate stations of Venus and Mars passed, Little Lake Worth is presently seen on the left, a small, shallow pond, connected with the larger lake by a narrow channel. The headwaters of Lake Worth Creek are about one mile to the westward, navigable for canoes and opening here and there into small lakes, but largely filled with saw-grass and lily-pads, and with nothing to distinguish the main channel from countless branches.

The outside trip is highly enjoyable in fine weather. It should not, however, be undertaken save under favorable conditions of wind and tide, as the inlets are very treacherous by reason of shifting sand and swift currents. With a fair wind the round trip may easily be made in a day in a sailboat, but the chances of being becalmed must always be considered.

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100. Lake Worth, Dade County.

By boat and rail from Titusville, 162 miles.
HOTELS.—*Cocoanut Grove House,* Palm Beach, $2.50 a day, $10 a week.—*Oaklawn House,* Oaklawn, $2 to $2.50 a day, $10 to $12 a week.—*Hotel Lake Worth,* $3 a day.

Like the more extensive lagoons to the northward, Lake Worth is a long, narrow body of water, separated from the sea by a ridge of hammock, sand, and savannah, and with a shallow inlet through which the ocean tides ebb and flow. Beyond this lake to the southward there are no regular lines of travel. The next post-office in that direction is on Biscayne Bay, fifty miles distant, and the mail is carried once a week by a messenger, who walks the beach with the pouch on his back, and navigates the intervening inlets and creeks in canoes.

Lake Worth, however, has proved very attractive to Northern residents. The water side is lined for three miles or more with tasteful cottages and costly mansions, where Northerners who dread a severe winter may lead an almost ideal existence.

The lake is twenty-two miles long, with an average width of about one mile, and a channel depth of from six to twelve

feet. The inlet has about five feet of water at low tide. The temperature of Lake Worth is largely influenced by the Gulf Stream, which runs close in shore at this point, the most easterly of Florida, and here the influence of the trade winds makes itself felt in equalizing the climatic conditions. The normal winter temperature is about 75°, falling to 50° or 60° under the influence of "northers."

In its modern aspect Lake Worth dates back only to 1875, but the rich hammocks along the shores were evidently under civilized cultivation centuries ago. No record is known to exist of a European settlement, but the existence of canals and ruins points unmistakably to a forgotten period, probably of Spanish occupancy.

The favored garden region of the lake is along its eastern shore, with the heavily wooded peninsula to serve as protection from ocean gales, and a marvellously productive soil to foster the growth of fruits, flowers, and vegetables.

All kinds of sea-fish abound in the lake; bluefish, sea-trout, pompano, Spanish mackerel, barracuda, tarpon, and the multitudinous mullet are caught, or "grained," according to their size and habits. Government surveys have been pushed only about twelve miles to the westward. The wilderness, speedily merging into the everglades, begins almost with the lake shore. Beyond the ridge that bounds the view to the westward is a chain of fresh-water lakes, some twelve feet higher than the sea level; then comes the pine forest, and then the "glades." Large game is to be found throughout this region. Guides are almost indispensable for successful hunting.

In January, 1879, the misfortune of the Spanish bark Providencia proved a god-send to Lake Worth. She was cast away on the coast, and her cargo of 20,000 cocoanuts distributed itself impartially for miles up and down the beach. Many thousands of the nuts were gathered and planted (laid on the ground, that is) in rows, in circles, singly, and in groups, with the result that now the cocoa palm lifts its graceful fronds above every roof, lines walks and avenues, and lends a tropical aspect to the whole settlement.

A natural sea-wall is formed along the shore by the underlying coralline rock, and some of the more wealthy residents, not satisfied with this, have added an artificial wall. No fences interrupt the pedestrian along this charming waterside. A smooth walk, shaded and, for the most part, well-kept, tempts to extended excursions, and leads at intervals through private grounds that are marvels of beauty. Oleanders and poncianas here are trees twenty or thirty feet high, gigantic cacti stand like sentinels on the lawns; the hibiscus, red, white, and yellow, lavishes its blossoms in every garden, and mangoes, guavas, limes, lemons, oranges, figs, dates, bananas, and pineapples grow wherever they are permitted to take root. The west shore is best adapted for pineapples, and already the shipments amount to a considerable item in the annual returns.

From nearly every house a walk or trail leads across the peninsula to the ocean beach, where a magnificent surf comes rushing in warm from the Gulf Stream, and laden with shells and marine curiosities that tempt collectors to wander for miles along the sands in search of sea-fans, fragments of coral, Portuguese-men-of-war, sponges, sea-beans, echinæ, and countless other waifs that one may often be at a loss to name.

South-bound steamers keep close along the beach to avoid the current that rushes northward at the rate of four or five miles an hour a little farther off shore. Rarely a day passes that several of these fine vessels are not seen, while out in the stream northward-bound craft are speeding in the opposite direction with wind and tide in their favor.

After an easterly gale the beach is sure to be particularly interesting, since the accumulation of curiosities and general wreckage is largely increased.

The highest point on the peninsula is sixty-five feet above the sea level. The land rises somewhat near the lake, and again into a wide ridge near the ocean; between these is a low and naturally marshy tract, which has been largely drained and utilized for the cultivation of vegetables. Strangers should not shoot alligators near the cultivated tracts, as some of them are half tame, and are preserved by

the owners of the land. Elsewhere shooting is allowable. Deer are still found on the peninsula; rabbits and various game birds abound, and there is a chance for a wildcat in the denser cover. There are five principal landings and numerous private landings, where the small steamers that ply on the lake stop on signal.

At Juno, the terminus of the railroad, passengers board one of the steamers which presently starts down the lake.

About one mile south, beyond a low point, is the haulover or carry, where canoes may be hauled across one-half mile to a small pond, the source of Lake Worth Creek, navigable for small boats to Jupiter.

Pelican Island is passed on the right. Formerly this was the resort of countless birds; "a roost," as it was locally called. Now it is a most attractive place, with fine live oaks, a handsome house, and well-cared-for grounds. It is, in fact, an exceptionally rich tract, guano deposits of former years adding greatly to its fertility.

Oak Lawn (P.O.), six miles from Juno, with its hotel, is on the west side of the lake, a fine bluff crowned with trees rising from the waterside. It is nearly opposite the inlet, and the fishing here is probably as good as anywhere on the lake, while fine shooting is to be found within easy walking distance in any direction along shore, or among the savannahs and woods to the westward.

Lake Worth (P.O.), eight miles from Juno, is pleasantly situated about one mile south of the inlet. Here begins the continuous line of houses that stretches along the eastern shore. Prominent among these are the residences of Charles I. Cragin, of Philadelphia, Mrs. F. Lane, of New York, and R. R. McCormick, of Denver, all of which are remarkable for the beauty of their surroundings. In general the proprietors are glad to have visitors enjoy their grounds, but permission should of course be asked if it is desired to inspect the immediate vicinity of the houses.

Palm Beach (P.O.), eight and one-half miles from Juno, is fairly embowered in cocoa palms. The hotel especially has around it a large number of fine specimens, with a large

royal pionceana, "whistling trees," hung full of curious pods, and numerous other curiosities in plant life. There is a good country store a short distance north of the hotel, and charming walks, either to the beach, where there is a bath-house (key at the hotel), or along the lake shore in either direction.

Figulus (P.O.), eleven miles from Juno, is on the east shore of the lake, and Hypoluxo (P.O.), sixteen miles from Juno, occupies an island, the southern end of which extends to within about one mile of the foot of the lake, where there is a "haulover" to the ocean beach, the small creek that reaches a short distance to the southward being impracticable even for canoes.

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101. The Sea-coast South of Lake Worth.

From Lake Worth Inlet south for thirty miles to Hillsboro Inlet the beach is unbroken. About half-way, however, is the Orange Grove house of refuge, where shelter, food, and water may be obtained. Five miles south of this the headwaters of Hillsboro River unite a few hundred yards from the beach, forming a little lake about three feet deep. One-half mile farther south is Lake Wyman, four to five feet deep, and with a connecting channel navigable for small boats to Lake Boca Ratone and the Hillsboro River.

At the inlet is a branch stream from the southward that closely follows the beach for three miles, ending in a shallow lake.

Eight miles south of Hillsboro Inlet is the Fort Lauderdale house of refuge, to the westward of which, about one-half mile, the headwaters of New River and its tributaries offer inland passage for small boats.

New River Inlet is fifteen miles south of Hillsboro Inlet, the river so-called being a narrow lagoon, about five miles long, separated from the sea by a low ridge of sand and dividing at the head into an infinite number of tributaries and lakes with a depth of water varying from three to ten feet in the channels. The upper reaches of the river are very

wild and beautiful. At this writing (1890) there are no permanent settlers, save Indians whose camps can hardly be considered permanent. Two miles south of the house of refuge is a conspicuous group of cocoa palms on the beach.

Eight miles south of New River Inlet is a "haulover," where a lake known as Dumfounding Bay approaches within one-quarter of a mile of the beach. Thence to the headwaters of Biscayne Bay, about two miles, navigation is comparatively easy for small boats, though the channel is very crooked. Biscayne Bay house of refuge is about sixteen miles south of New River Inlet and eight miles north of Norris Cut the most northerly entrance to Biscayne Bay.

From Lake Worth to Norris Cut the beach offers but unsatisfactory foothold for man or beast. For near fifty miles it is uninhabited, drinkable water is very scarce, and there is little to attract the explorer except the perpetual beauty of the ocean and the navigable inland waters connected with Hillsboro and New River Inlets.

A company of speculators a few years since planted an enormous number of cocoanuts along this beach with a view to the sale of building lots. The trees have been left to care for themselves, but many of them have grown, and it is quite possible that in a few years they will materially change the aspect of the coast. For Biscayne Bay, the Florida Reef, etc., see p. 310.

The Gulf Coast.

From St. Mark's on the north to Cape Sable, the southern extremity of the peninsula, is a stretch of more than four hundred miles. At Tampa Bay, Charlotte Harbor, and San Carlos Bay, the outlying reefs and shallows open in deep channels, affording entrance for large sea-going craft; elsewhere the underlying rock of the peninsula slopes so gradually gulfward that the "ten-fathom curve," as laid down on the charts, is often out of sight of land. Although almost everywhere there are scattered lines of keys and reefs close along shore, there is nothing that resembles the great lagoons of the east coast. Small vessels of shallow draft can pass inside the keys and find a haven at the mouths of many of the rivers, but even these must give a wide berth to countless oyster bars and rocky reefs known only to the native pilots.

Between Tarpon Springs and Punta Rassa, a distance of about one hundred and twenty-five miles, the coast is comparatively high, wooded bluffs rising from the water's edge. Elsewhere, with few exceptions, the bluffs and high hammocks are several miles inland, and the coast mainly consists of mangrove islands.

From St. Mark's to Cedar Key there is hardly a settlement within ten miles of the sea, and from Cedar Key southward again there are other long reaches of uninhabited coast. To the cruiser who is provided with a suitable craft this region offers endless opportunities for sport on land and water, both of which yield abundant supplies for his larder, while his fresh-water tanks can be replenished at any time by ascending one of the numerous rivers that here find an outlet. Some of these streams afford access to hammocks where the game has not yet been thinned out by Northern gunners.

In climate the Gulf coast is somewhat more equable than that of the Atlantic. Raw easterly winds are unknown, and westerly winds, blowing across the very fountain-head of the Gulf Stream, are necessarily tempered by its perennial warmth.

Owing to the character of the shore, long coastwise lines of railway are impracticable. The great railway systems stop when they reach tide-water, the sole exception being the Orange Belt, which follows the coast for a few miles south of Tarpon Springs. Small steamers, generally well adapted for the work that is required of them, ply between all points where there are comfortable accommodations for tourists.

Observations of the United States Signal Service since November, 1879, give the following as the average mean temperature at Cedar Key: Spring, 70.3°; summer, 81.7°; autumn, 72.24°; winter, 60.1°. The average number of fair days during the winter and early spring months is as follows: November, 24.2; December, 25.1; January, 23.8; February, 23.2; March, 27; April, 26. The mean relative humidity for the same months averages for November, 77.9 per cent.; December, 81.2 per cent.; January, 81.4 per cent.; February, 75.1 per cent.; March, 70.7 per cent.; April, 69.4 per cent. The earliest "killing frosts" of which the Service has record were December 22, 1880, December 17, 1882, December 16, 1883, November 25, 1884.

110. Fernandina to Cedar Key.

By Florida Central & Peninsula Railroad, 157 miles (9 hours 50 min.). The line crosses Nassau, Duval, Bradford, Alachua, and Levy Counties in a southwesterly direction. For maps see list of counties and consult table of contents. In the context will be found tables of stations, distances, etc., within the respective counties. The best hotels on the route are at Gainesville. See Route 173.

111. Cedar Key, Levy County.

Population, 2,000.—Lat. 29° 12′ N.; Long. 83° W.
HOTELS.—*Suwannee Hotel, Bettelini House, Magnolia House*, $1.50 to $2.50 a day.
RAILROAD.—F. C. & P., Cedar Key Division.
Suwannee River steamboats.
Good general stores.
Episcopal and Methodist churches.

The town of Cedar Key stands on Way Key, one of a group of islands about four miles off the coast. It is a U. S. port of entry with a good harbor for vessels drawing not more than 12 feet. As the Gulf terminus of the railroad

which was finished to this point in 1861, and then known as the *Florida Transit Railway*, it at once became a place of some importance. During the civil war, owing to its exposed situation, it was at the mercy of the Federal gunboats, and, since it bade fair to be a convenient harbor for blockade runners, it early paid the penalty for a short lived prosperity.

A descent was made upon it January 16, 1862, when, as the Federals doubtless knew, there were seven vessels in the harbor loaded with cotton and turpentine, waiting for favorable weather to run the blockade. These were burned with their cargoes, as were also the wharves and rolling stock of the railroad. At the time the place was guarded by a lieutenant and 22 men of the Fourth Florida Regiment, but some of the resident citizens begged that no resistance be made, as it was obviously hopeless. The guard therefore attempted to escape to the mainland, but most of them were captured by the man-of-war's boats. After this, occasional visits by U. S. cruisers sufficed to prevent the place from assuming any importance.

Shortly after the close of hostilities, the terminal facilities of the railroad were reconstructed, and very soon a considerable trade developed in fish, oysters, and turtle. The abundance of red cedar in the vicinity led to the establishment of pencil factories by Northern firms, which now employ a large number of hands. The coast to the southward has occasional harbors, practicable for light-draft boats. (See maps, pp. 54, 13, 34, also descriptions in context.)

The *Suwannee River* enters the Gulf 15 miles north of Cedar Key. It rises in Georgia, west of the great Okeefenokee Swamp, about 120 miles from the coast. Its total length is about 170 miles. After entering Florida it receives successively the Allapaha and Little River from the north, and the Sante Fé from the east. The main stream is navigable for large vessels as far as the mouth of the Santa Fé, and for vessels drawing not more than six feet as far as Little River. Of minor tributaries, the Suwannee has a score or more, draining a water-shed a hundred miles wide, and all navigable for canoes, at the ordinary height of water. The bar at the mouth of the river has naturally only five feet of

water, but has been somewhat improved by dredging. The Suwannee has a rocky bed almost throughout its course, having cut a channel for itself through the soft underlying limestone. At its mouth the stream divides, two main channels inclosing Bradford's Island. Throughout the most of its course the river passes through a wild and beautiful semi-tropical region, with excellent camping ground almost anywhere, fish and game in plenty, and fresh water always at hand. Many fine springs are found along the banks; some of them hardly surpassed by the more famous ones described elsewhere. The popular song, commonly known by the name of this beautiful stream, but whose proper title is "The Old Folks at Home," was written by Stephen Collins Foster, author of "O Susanna" and many similar melodies that have gained world-wide popularity. Mr. Foster was born in Pittsburg in 1826, and died in New York in 1864.

A small Confederate steamer grounded at the mouth of the Suwannee River and was captured by a boat from the U. S. blockading schooner Fox, on December 20, 1863. Four days afterward the British schooner Edwin attempted to run the blockade with a cargo of lead and salt, and was also taken by the Fox after some show of resistance, during which the captain was wounded.

The *Wakassassa River* rises in Alachua County, and runs southeasterly through a fine grazing country, feeding and draining a succession of small lakes and ponds. Near the mouth of the stream are evidences of Indian settlement and cultivation. The stream is navigable for small steamers to about fifteen miles from the Gulf, but the bar is shallow and impassable save for light-draft boats. It enters the Gulf 12 miles west of Cedar Key. Its numerous branches flow through Gulf Hammock, a wild region full of game, and easily accessible either from Otter Creek station on the railroad, or by boat from Cedar Key. (Hotel at Gulf Hammock.)

The *Withlacoochee* is the only river on the Gulf coast of Florida that, like the larger St. John's on the opposite side of the peninsula, takes a northerly course. It rises nearly in the same latitude with the St. Johns, and after running a little east of it

for 60 miles, turns to the westward and falls into the Gulf 20 miles S.E. of Cedar Key. It is a swift stream with rocky bottom, high wooded, picturesque banks, and navigable to Pemberton Ferry, where the J. T. & K. W. Ry. system crosses it. About 18 miles from the mouth it receives Blue Spring River, navigable for launches to its source, and well worth a visit. Route 183.

120. Jacksonville to Homosassa.

By Silver Springs, Ocala & Gulf Railroad, 176 miles ; (9 hours) ; Jacksonville to Palatka. See Route 40.

The main line of the Florida Southern Railway runs westward from Palatka through a rolling country, often diversified with lakes and frequently passing, as at Interlaken and McMeekin, within sight of beautiful residences and fine plantations and orange groves. There is choice between two routes to Ocala, namely at Hawthorne and Rochelle. At the first-named junction a branch of the F. C. & P. railway runs southward to Silver Spring and Ocala, crossing Orange Lake on a long trestle, and passing at Citra through some of the most remarkable orange-groves in the State. (See Route 111.) The other course is to follow the main line to Rochelle, where a branch of the Florida Southern Railway diverges southward to Ocala, passing through a beautiful country devoid of the almost universal undergrowth of palmetto scrub, and covered with a fine open forest of hard woods through which one may ride, walk, or drive at will in any direction. Changing to the Silver Springs, Ocala & Gulf Railroad at Ocala, the direction is southwesterly through a region remarkable for its rich phosphate beds and beautiful springs to the Gulf terminus at Homosassa. At Palatka and Ocala, there are excellent hotels if the traveller wishes to make the trip by short stages. The journey may be varied by leaving the train at Palatka and ascending the Ocklawaha River (Route 181) to Silver Springs, which is but a few minutes ride from Ocala. The journey by rail crosses Duval, Clay, Putnam, Marion, and Citrus Counties, maps of which, with descriptive context, stations, distances, etc., may be found in alphabetical order, pp. 1 to 102 of this handbook.

121. Homosassa, Citrus County.

Lat. 28° 48′ N., Long. 82° 40′ W.
HOTEL.—*The Homosassa Inn*, $2.50 a day. Board, $1 to $1.50 a day.
RAILROAD.—Silver Springs, Ocala & Gulf Railroad.
STEAMBOATS to the Withlacoochee River and Gulf coast. ROWBOATS, 50c. to 75c. a day; with oarsmen, $1 to $1.50 a day. Hunters and guides, $2 a day.

"River of Fishes" is the modern translation of Homosassa, though some of the early authorities on Florida say that it means "Pepper Ridge." It was certainly a favorite resort of the native tribes in prehistoric times, as is abundantly proven by evidences of ancient cultivation, and by great shell mounds along the water-side.

The land is low and level along the coast, very rich and fertile, and largely underlaid with disintegrated limestone-rock. It is covered with a remarkably dense hammock growth of palms, wild orange, live oak, magnolia, and the ordinary hard woods, in unusual profusion and luxuriance. The river, fed by numerous fine springs, is an arm of the sea rather than a fresh-water stream, and is justly famed for its fine fishing, while the adjacent islands and the mainland are among the best hunting grounds in Florida. Large tracts of land have been acquired in this vicinity by a company of capitalists, surveys have been made, avenues cut through the hammock, and every effort made to attract permanent settlers as well as transient visitors. Probably there is no better or richer soil in the State for most of the semi-tropical crops.

Before the civil war (1861 to 1865) large sugar plantations were under cultivation along the river, notably the one on Tiger Tail Island, the property at that time of United States Senator D. L. Yulee, who, with a wide knowledge of Florida, selected this region as the best suited for the residence of a Southern gentleman. He was in active sympathy with the secession movement in 1860–1861, and Homosassa as well as Bayport, fifteen miles south, became harbors of refuge for blockade runners of light draft after Cedar Key had fallen into the hands of the Federals. The author is indebted to Captain C. T. Jenkins, of Homosassa, now (in 1890) nearly eighty years old, for the following account of the events of the time, which, unimportant as compared

with the great military operations elsewhere, are now of interest.

Crystal River, Homosassa, and Bayport were garrisoned by small detachments of Confederates under Captain John Chambers. At Bayport there were 25 men with one piece of artillery. Only five families remained in the place, that of Captain Jenkins being among them. In April, 1863, an expedition consisting of seven boats with howitzers came down from Cedar Key and shelled the place, the little garrison responding so manfully that no permanent landing was effected. In June Captain Jenkins was captured and held prisoner, for political as well as for military reasons, until the conclusion of peace. In July, 1863, Bayport was again shelled, and a large warehouse burned. Thence the expedition went to Homosassa, but Mr. Yulee and family had gone to Ocala and only the house servants were left in charge. The plantations on Tiger Tail Island were pillaged, and a warehouse was burned at Chafie Landing, the greater part of the damage being done by deserters and runaway negroes, after the United States troops had withdrawn. Bayport was again visited by a naval force in July, 1864, and again the deserters and runaway negroes followed, plundering after the regular forces had left, and burning all unoccupied houses. Captain Jenkins is particular to say that the navy had no hand in the wholesale destruction of property, though they doubtless committed excesses when not under the eye of their officers. The fine, large sugar-house at Homosassa, belonging to Mr. Yulee, was burned through the carelessness of cattlemen in June, 1869—not, as has often been alleged by United States troops. The old slave quarters are still standing in a good state of preservation, and are always an object of curiosity to visitors.

Excursions.—Within a few miles of the hotel, are many pleasant walks over good roads and foot-paths. Some of these lead through the hammock, as to *Otter Creek*, and the *Natural Bridge*. The walk through the hammock is always interesting. The creek is a sluggish, shallow stream, practicable even for row-boats only at high water. There are some curious horizontally growing palms along the bank.

Arcadian Spring is easily reached by row-boat from the hotel, and like the other wonderful springs of this region, always presents some new and surprising feature under changing aspects of sky or season. This spring is about sixty feet deep with a strong boiling action of the water that causes the boat to slide shoreward, unless kept in the middle of the pool by constant rowing. Other similar springs exist in the neighborhood, all of which should be visited by the lover of the beautiful in nature, for each has something new for an appreciative observer.

Crystal River with its springs is six miles north of Homosassa; it may be reached by land, the railroad passing near the spring head, or by water through Salt River, a shallow channel full of oyster bars, connecting with the Homosassa three miles below the hotel. This excursion may well be extended down Crystal River, skirting the Gulf within St. Martin's Keys, into the Homosassa, and so back to the hotel. The lower part of the river is most interesting, with fine shell mounds and islands, picturesque rock formations, some of them worn, by the action of the sea and river, into strange caverns and columns. Almost everywhere the rock forms a natural sea-wall where vessels may make fast to the trees as safely as to artificial wharf-posts.

130. The Pinellas Peninsula, Hillsborough County.

Between Lat. 27° 35′ and 28° 10′ N., and on the meridian of 82° 40′ W.

Jacksonville to Pinellas Peninsula.

All Rail Routes.

(1) By J., T. & K. W. Ry. to Sanford (125 miles), thence by Orange Belt Ry. to Tarpon Springs, 120½ miles (running time, 10 hrs. 17 min.). There are two fast trains daily from Jacksonville to Sanford, but connections with the Orange Belt are not close in all cases. If it is desired to break the journey, good hotels will be found at Sanford. The Orange Belt Railway runs southwesterly from Sanford, crossing Orange, Sumter, Pasco, and Hillsborough Counties. (For description of those counties, maps, stations, distances, etc., see pp. 1 to 102.)

(2) By Florida Central & Peninsula Railway: From Jacksonville to Lacoochee, thence by Orange Belt Railway as above, (1) 230 miles (running time about 10 hours 50 min.). Close connections cannot always be counted upon. If it is desired to stop over night or for a shorter time, good hotels will be found at Silver Springs and Ocala. The F. C. & P. crosses Duval, Bradford, Alachua, and Sumter Counties. (For maps, lists of stations within the counties, distances, etc., consult pp. 1 to 102.)

To Pinellas Peninsula via the Ocklawaha.

From Jacksonville to Palatka by rail (see Route 35), thence by steamboat up the St. John's and Ocklawaha Rivers to Silver Springs (Route 151), thence by rail to Tarpon Springs via Orange Belt Ry. (see above), or to Port Tampa (see below).

To Pinellas Peninsula via Tampa.

By rail to Port Tampa, 249 miles (9 hours 20 min.), steam ferry to St. Petersburg, 9 miles (1 hour). There are two fast trains daily by J., T. & K. W. system from Jacksonville, one leaving early in the morning and the other about noon. The journey may be advantageously broken by stopping over night, or over a train, at Palatka, Sanford, Winter Park, Orlando, Kissimmee, Tampa, or Port Tampa (for which places see Contents, p. x). On the best trains coaches are run through direct to Port Tampa. (For county maps, stations, distances, etc., see Duval, Clay, Putnam, St. John's, Volusia, Orange, Sumter, Pasco, and Hillsborough Counties, alphabetically arranged in first part of Handbook, pp. 2 to 102.)

Tampa Bay is formed by the Pinellas Peninsula, which separates it from the Gulf of Mexico on the west. (See map, p. 37.) It is about 30 miles long from the Anclote River on the north to Pinellas Point, its southern extremity, and nearly 14 miles wide measuring on an east and west line near Anona. It narrows to 3 miles near Tarpon Springs, where the isthmus is nearly severed by the Salt Lakes and

Lake Butler, reaching southward from the Anclote River toward Old Tampa Bay. The peninsula includes about one hundred and eighty square miles of land, for the most part high and well covered with pines, interspersed with oak and other hard woods. The Gulf of Mexico on the west, the broad waters of Tampa Bay on the east, are exceptionally favorable to an even temperature. It is in effect a lesser Florida adjoining the main peninsula, but with the peculiar climatic conditions somewhat intensified. No trustworthy thermometric or other averages are as yet available for the peninsula, as it is but a very few years since it was a wilderness with only a few scattered settlements. The nearest station of the Weather Bureau is at Cedar Key (Route 111). The railroad was finished to St. Petersburg in 1889, and already there are several thriving winter resorts mainly along the Gulf coast. It is remarkable that a region almost surrounded by water should have an atmosphere drier than that of Minnesota, yet such appears to be the fact, not only in this particular locality, but along the whole Gulf coast of Florida. Fish and game hung in the open air dry up and harden without becoming offensive, and provisions for home consumption are largely preserved in this way, the product being similar to the "jerked meat" of Western Indian tribes.

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131. Tarpon Springs, Hillsborough County.

Population, 500.
HOTELS.—*Tarpon Springs Hotel*, $4 a day.—*The Tropic*, $2.50 a day.—Several smaller hotels and boarding-houses.
RAILROAD.—The Orange Belt Railway (south to Pinellas Peninsula, Tampa, etc.; north to Sanford, Palatka, Jacksonville, etc.).
Telegraph, express, money order offices.—Bank of Tarpon Springs.—Good general stores.
Episcopal, Baptist, and Presbyterian churches.
S. D. Kendall, guide.

Tarpon Springs is among the most attractive of the resorts on the Gulf coast. It lies near the mouth of Anclote River, which here opens in a series of bayous and land-locked harbors, hardly to be distinguished from the fresh-water lakes that are found farther inland. The village has a peculiarly attractive appearance from the neat board sidewalks

that are laid along all the streets, and the number of pretty cottages that have been erected by Northern visitors. It stands upon one of the gentle eminences characteristic of this region. The bayou containing the great spring that gives the place its name, lies to the westward. A land-locked harbor, with a plank-walk and a white fence surrounding it at the water's edge. The steep bluff is lined with cottages, in the midst of luxuriant flower and fruit gardens. Flights of steps lead down to the plank-walk at intervals, and boats of all kinds are moored within reach or stored under shelter, just inside the railing. The walk extends to the entrance of the bayou on either hand, a total length of about one mile. It affords the most charming of promenades, while the sheltered basin offers perfect facilities for boating. Near the head of the bayou is the spring above referred to, where a considerable volume of water boils up through openings in the bottom, and near by is a sulphurreed spring which the residents believe possesses valuable medicinal properties. Launches and boats drawing three feet of water can make their way in or out of the bayou into Anclote River, and thence into the Gulf.

The town was founded in 1884 through the enterprise and foresight of A. P. K. Sofford, Esq., and has been developed through the judicious management of a company formed by him and a number of gentlemen associated with him.

Excursions.

Lake Butler, 1½ mile east of hotel. An easy walk of thirty minutes. Follow the straight road to the eastward from the hotel, or any of the pleasanter wood-paths leading in that direction. The lake is six miles long and often nearly a mile wide, crescent-shaped and bordered with sombre woods. Brooker Creek, navigable for small boats, falls into the lake at its southern extremity after flowing for several miles through a dense, picturesque hammock growth. The lake may also be reached from Tarpon Springs, by boat, ascending Anclote River three miles, thence through Salt Lakes and across a carry (¼ mile) to head of lake. Lake Butler has no

apparent natural outlet, though it receives a large volume of water from streams and springs; but like many other Florida lakes, it is subject to sudden and unaccountable changes of level. At present there are no boats for hire on the lake, but arrangements can be made at the hotel to have them hauled over if desired. On the west bank of the lake, near its northern end, is an estate often occupied by the English Duke of Sutherland and his family during the winter. The dwelling stands on a commanding bluff overlooking the lake. It is surrounded by private grounds of considerable extent, from which trespassers are rigidly excluded. The regular entrance and roadway is from the side nearest Tarpon Springs, where there is a conspicuous gateway with "Sutherland Manor" lettered on the transom. It is, perhaps, permissible to say here that the Duke, after having personally tried the most noted resorts of the world, with a view to finding the best, has chosen this location as affording, upon the whole, the most satisfactory hygienic conditions.

Anclote River.—This considerable stream is navigable for boats drawing four feet to Tarpon Springs and a short distance beyond. On the north shore, half a mile from the Gulf, is a conspicuous mound 235 feet long, 166 feet wide, and 10 feet high. A preliminary excavation showed it to be similar in structure to those on the Kootee River. The mound is covered with a growth of moderate-sized pines and scrub palmetto, and no thorough exploration has been attempted. A roadway leads to the top from the water-side, indicating that it was once the site of a chief's residence. A mile higher up the stream, on the same bank about one-quarter mile inland, is the Myer's Mound, so called from the nearest resident. This consists wholly of sand, the pits whence it was procured being still discernible. The structure is 168 feet long, 88 feet wide, and 5 feet high. The major axis is nearly east and west. Mr. Walker caused excavations to be made, and believes the mound to have been made for a building site.

Half a mile northeast of Tarpon Springs is a circular sand mound, 95 feet in diameter and 5 feet high, which contains

numerous human bones, with the peculiarity that, so far as examined, the bodies were incinerated before burial, and the skulls and bones were piled together in a shallow pit with some degree of orderly arrangement. As an entirely different system of interment was observed in mounds only a few miles distant, a field for speculation is opened, in which the possibility of cannibalism unavoidably suggests itself. Mr. Walker, however, holds to the theory of interment after partial incineration. Large pine-trees have grown over the bones, and the construction of the mound is believed to antedate the Spanish conquest. Ten crania in a tolerably perfect condition were secured, and sent with other relics to the Smithsonian Institution in Washington.

Adjacent to, and connected with, the lower part of Anclote River are many beautiful lake-like bayous offering an endless variety of excursions by water. The major part of the main stream lies in Pasco County. (See map on page 74.) It may be ascended about ten miles in a small boat. About eight miles above the bridge near Tarpon Springs is a sandy knoll well suited for camp or picnic parties. Luncheon should be taken, as this excursion can hardly be accomplished in less than six hours. Other landing-places may be found, however, not so far away. The banks are for the most part covered with a dense semi-tropical growth, unbroken for miles by any sign of human habitation. Sail-boats are available only in the lower reaches of the river.

Anclote Key.—A pleasant two hours' sail from Tarpon Springs. The lighthouse is a skeleton iron tower painted black, standing on the southerly extremity of the keys, with the keepers' houses near at hand. The lantern is 101½ feet above the sea, showing a red flash every 30 seconds, visible 16 nautical miles at sea. Two miles north of the Anclote River is *Trouble Creek*, along the shores of which is an outcrop of blue flint rock, and the banks of the stream afford abundant evidences of having been occupied by Indian makers of spear-heads and arrow-heads. It has been supposed that the Florida Indians drew their supplies of flint-headed projectiles from a distance, but this quarry certainly

proves that they had at least one considerable source of home-supply.

"*Kootee*" *River*.—The Indian name in full is Ach-as-koo-tee, or Pith-lo-ches-koo-tee, but custom has adopted "Kootee" as sufficiently distinctive. It falls into the Gulf of Mexico about ten miles north of Tarpon Springs, whence it may be easily reached by sail-boat in about three hours with a fair wind; or in two hours through the woods and over sandy roads. Descending the Anclote River from Tarpon Springs involves some delay, owing to the crooked channels, but when the Gulf is reached the course is plain, keeping well out from shore to avoid oyster bars. The trip may be undertaken with safety even in a strong on-shore wind, for the coast is sheltered by outlying keys. The oyster bars increase in number off the mouth of the river, and entrance can only be made in a canoe or skiff. On the south bank, about ¼ mile above the mouth, are two Indian mounds. The one nearest the Gulf is 168 feet long, 55 feet wide, 5 feet high. It lies with its major axis nearly north and south. To the eastward of this, about 300 feet, is another mound, with its major axis N.E. and S.W. It is 175 feet long, 50 feet wide at the southwest end, and 15 feet wide at the northeast end. Near the narrow end is a spur 20 feet long and 10 feet wide. Excavations made by S. T. Walker, of Clearwater, showed that the mounds were composed of alternate layers of sand and oyster shells, with abundant human bones and broken pottery. The skeletons were all at full length, reclining on the right side, and with the heads pointing to a common centre. They were laid in concentric circles. A short distance south of the Kootee is *Blue Sink*, a curious natural well with rocky sides.

The *Gulf Beach*.—A pleasant walk (45 min.) from the station. Follow road leading south from Tarpon Springs Hotel. After passing town limits the road inclines to the westward, dividing into several trails after the manner of roads in Florida. Following at will those that lead to the westward through pleasant rolling pine lands, the shore, wooded nearly to the water's edge, is presently reached. The beach varies much in character, affording good walking

in some places, but being elsewhere well-nigh impassable. One cannot walk far along the water-side, however, without finding shady lounging places with a charming outlook across the pale-green sea to the distant barrier of reefs and islands.

Seaside, Sutherland, Ozona, Dunedin, and *Clearwater*, are railroad stations on the Orange Belt Railway south of Tarpon Springs. (For distances, see p. 38.) They are all on the Gulf coast, and may be reached by land or water.

The Gulf Coast South.—Nearly opposite the mouth of Anclote River, across Bay St. Joseph, are the Anclote Keys. (See p. 37.) To the southward for six miles the outlying keys are little more than reefs, but thence almost to Point Pinellas shelter and safe anchorage may be found almost anywhere. At distances varying from one mile to five miles from shore, is an almost continuous line of keys, enclosing sounds and inlets of great beauty and sufficient depth for easy navigation in the craft adapted for general navigation along this coast. It is difficult to go amiss in seeking a camping-ground on shore, for the beaches are almost continuous, backed by wooded bluffs, and with fresh-water to be had, either from natural springs or at the cost of a little digging above high-water mark.

Wood roads, rather easier than the average of Florida roads, lead southward and across the peninsula to Old Tampa Bay. In general the walking through the woods is good, though there are frequent sand-dunes and bays near the coast that are apt to perplex a stranger.

The Gulf Coast North.—Harbors and anchorage for boats of light draft are found in the lee of Anclote Keys, 4 miles off shore; at Port Richley, mouth of "Kootee" River, 9 miles; at Hudson, 15 miles; at Bayport, 25 miles; mouth of Wekiwoochee River; at the mouth of Chassahowitzka River, 35 miles; at the mouth of Homosassa River, 41 miles (see p. 13); and in the lee of St. Martin's Keys, at the mouth of Withlacoochee River; in the bay of the same name, and in the lee of Chambers Island, 2 miles off shore. Between this and Cedar Key is Waccasassie Bay, with Wacassa River affording access to Gulf Hammock, the Wekiwa Spring, and

fine hunting grounds. At Cedar Key (80 miles), the terminus of the F. C. & P. Railway, shipping supplies may be obtained. The other places named are small settlements where purchasing facilities are meagre. In the main this coast line is low and uninteresting, with very shoal water extending often for several miles off shore. The waters are, however, all practicable for good-sized sharpies, and the attractions are manifold for fishermen and sportsmen along the inlets and among the coastwise hammocks. Shell mounds, suitable for camping, are of frequent occurrence, and water-casks can be replenished at any of the harbors named. A post-road follows the coast from Tarpon Springs northward as far as Argo, whence it diverges east and north to Brooksville, 22 miles. From Bayport (see above) is a post-road eastward to Brooksville, 16 miles.

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132. Sutherland, Hillsborough County.

HOTEL.—*Sutherland Hotel*, $4 a day. At boarding-houses special terms may be made at $4 to $5 per week.

The land in the vicinity is mainly owned by Western capitalists, who built a large hotel in 1888, which was burned in February, 1889, and at once rebuilt on a still larger scale. There is a tramway to Lake Butler, 3 miles distant. (See p. 251.) Among the local curiosities are Blue Sink, Shell Island, and the fine Gulf Beach. For other excursions, see Routes 130 to 133.

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133. Clearwater Harbor, Hillsborough County.

HOTEL.—*Orange Bluff Hotel*, $2.50 a day.—*Sea View Hotel, Scranton Hotel*, $1.50 to $2 a day, with special rates by the week.

Saddle horses, 30c. an hour, $2 a day.—Single team, 50c. an hour, $3 a day.—Double team, 75c. an hour, $5 a day.

Rowboats, $1 a day.—Sailboats, $2 a day.

Guides: J. W. Wetmore, Robert Cullen, A. A. Whitehurst; rates according to service.

This pleasant resort is reached by the Orange Belt Railway. (See p. 38.) The town stands on a fine bluff, amidst noble live-oak trees. It commands a fine view across the harbor to the outer keys and the open Gulf. A fine natural

spring of sulphurreted water boils up through the sand near the shore. The water, as the name of the place implies, is, under ordinary conditions of weather, wonderfully clear and sparkling, and it is an endless source of amusement to watch the submarine life along the sands and reefs. There are Episcopal, Methodist, and Baptist churches in the town, and a good school. The surrounding country is high rolling land, for the most part heavily wooded, with many fresh-water lakes, and excellent hunting and fishing. At John's Pass, 18 miles south of Clearwater, is a curious burial mound on a low mangrove island, scarcely habitable and without fresh water. The island is nearly covered with water at high tide, but two parallel ridges of dry land run east and west, and at the eastern extremity of the southernmost ridge is the mound in question. It is oval in shape, 50 feet long, 25 wide, and at present only 3 feet high. When discovered many skulls and bones lay on the surface, with numerous fragments of pottery, exposed through the action of the sea, in spite of a heavy growth of sea-grape and Spanish bayonet. Mr. Walker found numerous skeletons stretched at full length, generally on the right side. Nearly two-thirds of the remains were of children.

On the mainland, nearly opposite John's Pass, on the south side of Boca Ciega, or Four Mile Bayou, at the mouth of a small creek that falls into the bayou, are two large mounds, one of shell and the other of sand. At last advices they had never been explored, owing to refusal of permission by the owners.

Long Key lies between Boca Ciega and Pas d'Agrille. It is a narrow key some five miles long. About midway of the key, on the landward side, is a dense cabbage hammock, covering a turtle-shaped mound 108 feet long, 66 wide, 5 feet high. Excavations revealed incomplete skeletons reclining at full length, but no perfect crania were found. No pottery was found nor other relics, and from the structural methods it is believed that the builders were of a different race or tribe from those about the Anclote River. It is worthy of mention that a remarkable turtle mound stands on Halifax River, near Eldora, on the east coast of Florida (see p. 208).

The one on Long Key has a testudinate outline with head and tail clearly defined. The flippers are represented by ditches whence no doubt the mound-builders took their material. The Halifax River "turtle," on the contrary, has regularly constructed flippers.

Half a mile north of the village of Dunedin, a short distance back from the beach and near fresh-water ponds, is an Indian mound, 156 feet long, 80 feet wide, 9 feet high. A roadway, beginning 50 feet from the southwest face, ascends with a regular incline to the top. The pits whence, presumably, the sand was taken, are still to be seen near the ends of the mound, whose major axis runs N.W. and S.E. Excavations failed to reveal any remains, and the mound is believed to have been made for a fortress or a residence. It stands in a low pine region, and the growth on its top is similar in all respects to the surrounding forest.

Two miles south of Dunedin is Stevens' Creek, a small stream rising some five miles inland. Near the source is a mound of white sand, 46 feet in diameter and 3 feet high. Partly calcined skeletons were found. The only way of finding this mound is to ascend the creek to the head of tide-water, which may readily be detected by a woodsman. Due east from this point are two fresh-water ponds, between which is the mound, situate in a "rosemary scrub."

Pine Key.—About three miles south of Pas d'Agrille are two islands. They may easily be taken for one island, as they are separated only by a narrow passage. On the southernmost island is "Duck Pond," or lagoon, and near its southern end is a mound 135 feet in diameter and 15 feet higher than the general level of the island. The cabbage hammock and scrub is very dense, and it is not altogether easy to find the mound, though, when reached, it affords quite an extensive outlook. Arrow-heads and ornaments of bone, inlaid with copper, have been found, also human bones which crumble on exposure to the air. The abundance of small shell mounds shows that the island was a favorite camping-place, if not a permanent residence.

134. St. Petersburg, Hillsborough County.

HOTEL.—*The Detroit*, $3 a day.
Terminus of the Orange Belt Railroad. Steamboat connections with Port Tampa and the "Plant," and J. T. & K. W. Railway Systems; also coastwise of Tampa and Sarasota Bays.

St. Petersburg is 6 miles from the extremity of Pinellas Point, and 9 miles southwest from Port Tampa across the mouth of Old Tampa Bay. (See map, p. 37.) The situation is naturally very attractive, high wooded bluffs rising from the water-side, which is bordered with a nearly level sandy beach. A railroad wharf almost a mile long extends to the deep water of the channel. The hotel commands a fine outlook to the south and east. A post-road leads south 3 miles to Pinellas and thence west, across the peninsula, to New Cadiz and Bonifacio, small settlements on the Gulf coast.

EXCURSIONS.—Old Tampa Bay, extending more than twenty miles to the northward. Very shoal water everywhere along shore; good shooting and fishing, especially toward the northern extremity of the bay.

Maximo Point, about 2 miles west of Pinellas Point, has a large mound in alternate strata of sand and shells, covered with an almost impenetrable tangle of undergrowth and palms. No accurate measurements have been made, and at last advices the mound was practically unexplored. It is provided with the usual inclined plane on the south side leading to the level top, several hundred feet long, and 15 feet high.

Bethel Camp.—Two miles north of Point Pinellas is a place known by this name. There are springs of good water along the beach, back of which is a thick hammock, and back of this again, in a "rosemary scrub," a fine symmetrical mound 20 feet high, 200 feet long on the top, and 30 feet wide, with a well-constructed gradient on the west side. The sharp angles and well-preserved slopes of this mound indicate that it is of more recent construction than some of its near neighbors. Quite extensive excavations have been made in this mound, but by whom and with what result is unknown. The date 1840 is found deeply cut in several trees on the mounds

in this section, and it is supposed to indicate the date when some party of hunters caused the excavations to be made.

Point Pinellas—Many mounds, large and small, exist in the immediate vicinity of the Point. One of these is surrounded with an irregular embankment 10 or 12 feet high. The main work itself is 20 feet high, of sand and shell. At last advices it was practically unexplored. Some of the Pinellas shell mounds are 25 feet high, while some of the sand, or presumably domiciliary mounds, are at present only 5 or 6 feet high, but surrounded with quite deep ditches save where crossed by causeways. The largest of these supposed domiciliary mounds is 250 feet in diameter. On this mound stands the public school-house of Pinellas. Skeletons have been found in some of these mounds.

De Soto.—Six miles east of Clearwater by port route. Also accessible by steamer from Tampa three times a week. There is no hotel, but lodgings can be procured in private houses. Guides and hunters are always available at moderate rates.

Papy's Bayou is tributary to Old Tampa Bay, about 5 miles from St. Petersburg, and almost directly opposite Port Tampa. A perplexing network of bayous behind the point renders it difficult for a stranger to find his way. There is a fine Indian mound on the north side in Pillan's Hammock. It is unique in shape, oval, with a central trench on the major diameter, evidently not a modern excavation, but part of the original design. At one end two wings or extensions are carried out, prolonging the mound to 150 feet in length. There are also marks of a roadway leading to the mound through the hammock. The mound is largely composed of human bones, partly incinerated and buried as in the mound at Tarpon Springs (see Route 131). Some three hundred yards west of this is another mound of the usual oval type.

Bayview.—A village near the head of Old Tampa Bay, 9¾ miles by port route from Clearwater Harbor. The steamboat from Tampa touches here three times a week. The land of the town site is good height above the water. There is a fine hard beach, with sulphur springs at frequent intervals, excellent fishing, and plenty of fine oysters. A mile

north of Bayview post-office, on the south side of Alligator Creek, Old Tampa Bay, is a small mound which Mr. Walker found very rich in bones and relics. The mound was only 46 feet in diameter and but 3 feet high, and situated in so dense a growth of scrub pine that it was very difficult to find. The mode of burial was similar to that at Tarpon Springs, and the whole mound was a mass of human bones disposed in three layers. In the upper layers were found large numbers of glass beads, a pair of scissors, and a bit of looking-glass. These trinkets fixed the date of interment at a comparatively recent period, evidently subsequent to the Spanish invasion. Philippi's Point, eight miles north, is, according to local tradition, the place where De Soto landed in 1539, and his ships anchored in Safety Harbor, at the head of the bay, while the expedition landed.

Philippi's Point.—Here is one of the largest mounds on Tampa Bay, but owing to conflicting claims of local owners, permission to excavate could not be obtained at last advices. To all appearance it is a domiciliary mound, though bones have occasionally been washed out by the action of the sea. Here it is supposed that in 1539 Hernando de Soto was received by Hirrihigues, a powerful Indian cacique, whose dwelling stood, according to the Spanish accounts, upon a large artificial mound. Here was found one Juan Ortiz, a survivor of Narvaez's ill-fated expedition, who had been held captive by the Indians since 1528. The Spaniards presently inaugurated their cruel policy of accepting the chief's hospitality while it suited their convenience, and then seizing him as a hostage in order to extort a ransom from his people. From this point, aided by Ortiz as interpreter, began that remarkable march which ended with the discovery of the Mississippi and the death of Soto, after nearly all his followers had perished.

140. Tampa, Hillsborough County (C. H.).

Population, 7,000.—Lat. 27° 57′ N.—Long. 82° 27′ W. Mean rise and fall of tide, 2 feet 2 inches.

HOTELS.—The *Tampa Bay Hotel.—City Hotel*, $3 a day.—*The Plant*, $3 a day.—*Collins House.—Hillsborough House.*

RAILROADS.—The South Florida Railroad: west to Port Tampa; east and north to Sanford, Palatka, Jacksonville, etc. Connects at Port Tampa with ocean steamers from Key West, Havana, Jamaica, New Orleans, and Mobile, and coastwise steamers for Bay ports and Pinellas Peninsula. The Florida Central & Peninsula Railroad; north to Jacksonville, Fernandina, etc.

LIVERY.—Double teams, $2 an hour; $8 to $10 a day. Saddle-horses, $3 a day.

The city of Tampa, commercially the most important on the Gulf coast of the Peninsula, is at the mouth of Hillsborough River, and at the head of the eastern arm of Tampa Bay (see map, p. 37). The town is regularly laid out upon the point of land to the westward of the river, near the site of old Fort Brooke, a United States military post established in 1821, immediately after the acquisition of Florida by the United States. It was an important base of supplies during the Seminole war, and was maintained as a garrisoned post until after the Indians were subjugated. The site of the old fort, ten minutes walk from the main street in a southerly direction, is still the most attractive spot within the limits of the town. It is now a public park, having been given to the city by the United States after the close of the Civil War. Within its limits are the remains of several mounds, the largest of which is about 100 feet in diameter and 7 to 9 feet high. Partially incinerated bones and one complete human skeleton were found by Lieutenant A. W. Vodges, of the Fifth Artillery, when the locality was first occupied by United States troops. Some specimens of rude pottery were found, also split and charred human bones, suggestive of cannibalism on the part of the mound-builders. The mounds have been considerably reduced in size, and in some cases almost obliterated. Until after the Indian war Tampa was almost the only place on the Gulf coast where a white man could live in security, and safety here was only secured by the presence of a strong garrison. A settlement naturally grew up under the guns of the fort. From this point the old military roads led north and east to the interior posts, and over them all supplies had to be hauled under

military escort. From Fort Brooke Major Dade and his command marched into the fatal ambuscade in the Wahoo swamp. And here were organized most of the expeditions that wasted away in conflicts with a fierce and vigilant foe, who was rarely to be found except when he could fight to good advantage.

On November 3, 1862, Tampa was shelled by United States gun-boats to dislodge the small Confederate garrison that held possession. Not much show of resistance was made, and during the rest of the Civil War an occasional visit from a gun-boat sufficed to prevent its being made a harbor for blockade runners.

To the westward of the river, in the midst of a park 150 acres in extent, is the Tampa Bay Hotel, one of the largest and most magnificent in the country. It was erected at a cost of about one million dollars, through the enterprise of Mr. H. B. Plant, and opened to the public in 1890. The architecture is Moorish and the material brick and concrete, with terra cotta ornamentation and fire-proof construction throughout. The building is more than 500 feet long, with luxurious furnishing and decorations, rooms single and *en suite*, and everything that ingenuity can devise for the comfort of visitors.

Tampa has large commercial interests in trade with the West Indies and as a shipping point for home products, extensive cigar factories, excellent stores of all kinds, several newspapers, and large fishing and packing industries. The streets are well lighted, with good sidewalks, and lines of tramways to the suburbs.

Excursions.—Port Tampa, 9 miles by rail, has good hotels and bathing facilities, excellent fishing, and is a favorite place of resort at all seasons of the year (see Route 141).

Tampa Bay and *Hillsborough Bay*, with a wide extent of admirable cruising, and fishing grounds, offer a great variety of camping and hunting fields for parties making their headquarters at Tampa, where sail-boats and launches, and guides may be hired on reasonable terms.

Alafia River falls into the bay about 10 miles southeast of Tampa, and a little south of it, at the mouth of Bullfrog

Creek, is a fine mound, 30 feet high and 200 feet in diameter.

Hillsborough River, tributary to the bay of the same name, is navigable to "the falls," about twenty miles from the mouth.

At *Indian Hill*, some twenty miles southeast of Tampa, are enormous shell heaps some 800 feet long and 20 or 30 feet high, the most conspicuous elevations being visible several miles at sea. Human remains are rarely found in true shell heaps, but here, in a detached mound, they were found in abundance, and under such conditions as to afford strong support to the cannibalistic theory.

141. Port Tampa, Hillsborough County.

HOTEL.—*The Inn*, $4 a day.
RAILROADS.—The South Florida Railroad (to Tampa, Sanford, Palatka, Jacksonville, etc.). The Orange Belt Railway (Clearwater Harbor, Tarpon Springs, etc.). Reached by steam ferry to St. Petersburg, 9 miles.

Port Tampa is on a peninsula separating Old Tampa and Hillsborough Bays (see map, p. 37). It is the terminus of the South Florida Railroad and the landing place for several important lines of ocean steamers, as specified above. In order to reach deep water the railroad track has to be carried out seven-eighths of a mile from shore, on a trestle work to the edge of the channel, where a depth of twenty-four feet is found. Vessels drawing eighteen feet of water can cross the outer bar. At the end of this long wharf is a cluster of veritable lacustrine dwellings with all modern improvements, a railway station, freight houses, the various appliances for railroad and steamboat shipments, and—of chief interest to the tourist—*The Inn*, an hostelry standing on piles, surrounded by wide galleries, and so near deep water that one may catch channel bass, Spanish mackerel, and sea-trout literally from the windows. This establishment is the only one of its kind on the coast, and offers unique attractions to lovers of water sports.

Picnic Island, a short distance south of the railroad wharf, is a favorite resort for visitors to Tampa. The island is covered with a low hammock growth, bordered with a level

beach of fine white sand, sloping gradually out to deep water. On the island are commodious buildings for the accommodation of transient visitors.

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142. The Manatee River.

Daily mail steamer from Tampa touching at all river ports.

The *Manatee Country* (see map, p. 59), lying just within the main entrance to Tampa Bay, is a naturally rich and attractive region embracing the northwestern sections of Manatee County. It is most easily accessible by steamboat from Tampa. Manatee River, or bay, is 15 miles long and has an average width of one mile or more. It is navigable for small steamers to Rye, about eighteen miles from the coast. Manatee River rises in De Soto County, 50 miles from the coast. Rich hammocks border the stream and the bay, and there are evidences that the whole region was well populated prior to the advent of Europeans. Traces of civilized occupation are found along the coast, but no records of their history are known to exist. Manatee River and the adjacent waters of Sarasota Bay, and Tampa Bay, are among the most attractive to sportsmen. Navigation is safe and easy southward to Charlotte Harbor, and northward to all points on Tampa and Hillsborough Bays, and to Tarpon Springs, still farther north.

Palma Sola, so called from a lone palm that stands on an outlying key, is the most considerable settlement near the coast. The Palma Sola Hotel ($3 a day) is pleasantly situated, with a fine outlook to seaward. The harbor affords safe anchorage for large vessels. There is a good store where ordinary supplies can be obtained, and boats suitable for hunters and fishermen can be hired at reasonable rates. A post-road leads to *Cortez*, 6 miles southwest, at the head of Sarasota Bay. The road continues eastward to Manatee, 2 miles, whence it diverges southward along the coast to Sarasota, Osprey, and Venice, and southeastward, crossing the county diagonally to Pine Level.

Indian Mounds.—Very large shell heaps extend along the

shores of Shaw's Point, near the mouth of the river, for five hundred and sixty-four feet, with a height of fifteen to twenty feet at the highest point. The sea has so washed away the mounds that an inspection of their structure has been possible, and it seems certain that they are the natural accumulation of waste material unavoidable in the vicinity of an Indian camp. The apparent process was as follows: A fire was built on the ground, and around this the savages sat cooking, eating, and throwing shells and bones over their shoulders. In the course of a few weeks a circular bank of shells would be formed around the fire, and at length the central space would be so narrowed that the fire would be moved to the top of the bank, and the process repeated. In point of fact, the successive fires in such mounds have been located, and found to correspond with this theory. Of course the resultant mound is often irregular, but the theory is reasonable, and anyone who has camped for a few days near a Florida oyster-bed must have noticed the phenomenal rapidity with which the piles of oyster-shells grow. That the Indians, who lived mainly by fishing and hunting, should have constructed these huge mounds, is only in the natural order of things.

150. Charlotte Harbor.

(See general map of Florida, and maps of De Soto and Lee Counties.)

Jacksonville to Punta Gorda and Charlotte Harbor.

By J., T. & K. W., and Florida Southern Railway system; via Palatka, Sanford, Kissimee, etc., 324 miles (13½ hours running time). Sleeping cars on all through trains. See Maps of Duval, Clay, Volusia, Orange, Osceola, Polk, and De Soto Counties, with tables of stations and distances in context. Jacksonville to Sanford, see Routes 40 and 50.

To Lakeland, eighty-three miles, the course is the same as in Route 130. Thence the general direction is south, following Peace River (*Flumen Pacis* of the early map makers). Bartow, the county town (Polk County) is the most important place on the route. Fort Meade was established as a United States military post December 19, 1849, and maintained until September 20, 1857. It is now a thriving town of 400 inhabitants. Near Bowling Green is the line between Polk and De Soto Counties (see map, p. 22). A short distance south is the site of Fort Choconitka, established October 26, 1849, and abandoned July 18, 1850.

Zolfo Springs is so called from the number of sulphur springs that exist in the vicinity, the prefix being presumably a local phonetic abbreviation of the longer word.

Charley Apopka always attracts attention from its extraordinary name, which is, in fact, an unpardonable corruption from the Seminole Tsalopopkohatchee, meaning "catfish-eating creek." The terminal *hatchee* (river or creek) was first dropped, and Tsalo-popka was finally Americanized into its present form.[1]

The name Apopka, properly Ahapopka, is found elsewhere in the State, often in combination with other Seminole terms.

Arcadia became the seat of government of Polk County in November, 1889. It has a population of about two hundred, a new county court-house, a weekly newspaper, and a phosphate company.

[1] For this explanation the editor is indebted to Mr. E. A. Richards, of Orlando.

When and by whom this fine bay was discovered is a matter of some doubt. It is not unlikely that Hernandez de Cordova is entitled to the honor. Certain it is that in 1517, when on a slave-hunting expedition, he landed on the Gulf coast at a place whose description answers very well to this, and was so warmly received by the natives that he and his men were glad to escape with their lives. The earliest maps that definitely show the two great and curiously similar bays on the Gulf coast, known to us as Tampa Bay and Charlotte Harbor, name the southernmost after Ponce de Leon; but there is some uncertainty whether this or a bay south of Cape Romano was intended. Its present name, in the opinion of Dr. Brinton, the well-known archæologist, is a European corruption of Carloosa or Caloosa, the native tribe that inhabited this region at the time of the Spanish discovery. The southern part is now known as San Carlos Bay. It seems probable that the two were originally considered as one and named accordingly. The extreme length of Charlotte Harbor is about 30 miles, lying between 26° 30′ and the 27th parallel of north latitude. It is separated from the Gulf by a long line of partially wooded keys, filled with innumerable islands, and offers unsurpassed attractions to the lover of outdoor life. Two large streams, the Myakka and Peace Rivers, enter the head of the harbor from the north, and near its southern passes it receives the Caloosahatchee, from Lake Okechobee and the Everglades. The main entrance is practicable for vessels drawing 25 feet, and large vessels can find entrance through San Carlos Pass from the southward. Lines of ocean steamers run regularly to Havana, Key West, and Baltimore.

The discovery of exceedingly rich phosphates in the bed of Peace River has greatly stimulated commercial interests of all kinds in this vicinity. The deposit occurs in a semi-fluid state, so that it can be pumped from the river bottom and delivered for transportation almost wholly without the employment of manual labor. The crude product is dried and packed in cars for transportation to Charlotte Harbor, the nearest seaport, or by rail to the north. The discoveries of the phosphate deposits were made in the summer of 1889,

and during the following winter a line of ocean steamers began making regular trips to Baltimore. At this writing scarcely any change has been made in the level of the river-bed, although powerful pumping machinery has been at work for several months. The semi-liquid fertilizer seems to flow toward the pumps from all directions, and apparently in almost undiminished volume.

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151. Punta Gorda, De Soto County.

Lat. 36° 55′ N.—Long. 82° 3′ W.
HOTEL.—*Punta Gorda*, $4 a day.
RAILROAD.—North to Bartow, Sanford, Leesburg, etc.
Ocean steamers to Key West, Havana, and New Orleans. Coastwise steamers to San Carlos Bay, Caloosahatchee River, Naples, and intermediate landings.
Steam launches, $12 to $15 a day.
Sail-boats, $1 an hour, $4 to $5 a day.
Guides and hunters, $1.50 to $3 a day.

Punta Gorda is the most southerly railroad terminus on the Gulf coast; a favorite stopping-place for sportsmen, tourists, and invalids, within easy reach of the most famous tarpon fishing-grounds on the coast. The station near the hotel is *Trabue*, named after one of the pioneers of this region, and Punta Gorda is properly the railroad wharf and actual terminus, a mile farther south. Popularly, the latter name is applied to both places. The hotel is of wood, more than 400 feet long, with a wide veranda and 150 rooms, all commanding an outlook across the bay. In front is a spacious lawn of Bermuda grass, and from the water's edge a wharf extends 1,000 feet to the edge of navigable water. From this wharf sea-trout, bluefish, Spanish mackerel, and all the common fish of Florida waters may be taken with rod and line. From the hotel veranda one looks across the northeastern arm of the bay to Live Oak Point and Oak Bluffs (1¼ mile). This arm of the bay is in reality the mouth of Peace River. Beyond the point is the western arm of the bay, into which falls Myakka River (see p. 270). On the point itself is Charlotte Harbor town, with a number of stores and dwellings, including a hotel and several boarding-houses. It is the shipping point for a large cattle-grazing

country to the northward, and several wharves extend from the shore to the edge of the channel. A good sand-beach, with occasional shell-mounds, offers attractions to camping and picnic parties.

Midway of the harbor is a detached landing and store-houses, over piles, for the accommodation of deep-draught vessels. To the southward is the railroad wharf, nearly one mile long, where the ocean steamers make their landings, and beyond it Charlotte Harbor proper opens toward the Gulf. Almost everywhere the water is shallow for a long distance from shore, and frequent oyster-reefs are troublesome to steersmen unfamiliar with the channels. With boats of shallow draft, however, one may go almost anywhere by the exercise of discretion and seamanship.

Excursions.—Alligator River, a picturesque stream flowing for the upper part of its course through heavily wooded bluffs with occasional clearings, falls into the bay seven miles south of the hotel. The distance by land is five miles. Boats can be hired at a house near the river, or the whole trip can be made by launch or small boat, as the stream is navigable several miles from its mouth. Numerous creeks and inlets along shore are favorite retreats for ducks, and quails abound in the open woods and savannas a few hundred yards inland. The stream rises in a wild region, extending for many miles to the south and east, where, with the aid of hunters familiar with the country, large game may be found.

Myakka River.—Five miles west of hotel. This is a considerable stream, rising near the eastern border of Manatee County, thirty miles north. It may be ascended to Lake Myakka and beyond in small boats, but the current is swift, at times breaking into rapids. Ten miles from Charlotte Harbor it widens, and for the last eight miles is nearly one mile wide. It is navigable for launches to where the stream narrows; a pleasant excursion of five hours from the hotel. A military post was maintained near Lake Myakka during the winter of 1849–50, to restrain the unsubdued remnant of the Seminoles after the war was over.

Peace River.—By some authorities this stream is called "Peas" River, and others hold that it takes its name from

a treaty made with the Indians in comparatively modern times. It was charted, however, as "Flumen Pacis" by Le Moyne in 1560, and was doubtless so named by the Spanish discoverers. The railroad follows the left bank of the stream —not often within sight, however—almost throughout its course. It receives three considerable streams as tributaries, the Chilocohatchee from the west, and Joshua's Creek and Prairie Creek from the east. All these may be ascended in small boats to good hunting grounds. A favorite excursion by steam-launch is up Peace River to Lettuce Lake and Fort Ogden (12 miles). The lake is a small body of water, so called from the abundance of water-lettuce that grows in its shallows. Any point on the river may be easily reached by rail, and the return trip made down stream by row-boat. In this case, of course, arrangements should be made to have a boat on hand at the desired point, as a local supply cannot always be counted upon.

In its lower reaches Peace River is bordered with marshes and mangrove islands, intersected with a labyrinth of creeks where there is good wild-fowl shooting.

Punta Gorda nearly marks the northern limit on the Gulf coast of the Koonti plant or Indian bread-fruit, a graceful, palm-like plant growing in the open woods, or among the palmetto scrub. Farther south it is found in great abundance, and is a staple article of food among the Indians of the Everglades. The root, which is large and thick, is ground and washed, the product being a fine white flour, used for the table much as corn-starch is used, and equally palatable. On Biscayne Bay this flour is largely manufactured by the white residents, both for home consumption and for shipment to Key West, where it is extensively used as an article of food. The soluble ingredients of the Koonti root which are washed out in the process of manufacture, are poisonous, as is the root itself in its raw state, but it is an excellent fertilizer for all kinds of vegetables, and a flourishing garden is the inevitable adjunct of a well-conducted Koonti mill. The plant, when it reaches maturity, pushes up a large cone of orange-red seeds among its palm-like fronds, and these are such a favorite article of food with

crows and other birds, that they are scattered far and wide over the country, insuring an abundant crop without trouble to the planter. Attempts to cultivate the Koonti root artificially have not thus far proved successful.

More extended excursions may be made to Pine Island (Route 152), Punta Rassa (Route 153), and Myers, on the Caloosahatchee River (Route 154). The latter is a regular steamboat route with tri-weekly boats, and weekly boats to Naples, thirty miles farther down the coast. The southern part of the peninsula separating Charlotte Harbor from the Gulf is an attractive region for sportsmen, with high bluffs and numerous small lakes in the interior. The Gulf coast for thirty miles to the northward is studded with mangrove islands and outlying keys, affording sheltered navigation for the whole distance.

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152. Saint-James-on-the-Gulf, Lee County.

Lat. 26° 32′ N.—Long. 82° 54′ W.
HOTEL.—*The San Carlos Hotel*, $3 a day.
STEAMBOATS three times a week to Punta Gorda and Fort Myers; once a week to Naples, Sarasota Bay, and Tampa.

Big Pine Island is the largest in Charlotte Harbor, containing nearly 25,000 acres, mainly in woodland. It is 14 miles long, and from two to four miles wide. Beaches of white sand skirt its shores, except where the mangroves have gained a foothold, or occasional inlets bordered with saw-grass make their way inland. Mattlacha Pass, to the eastward of the island, is very shallow, and practicable only for small boats. To the westward is Pine Island Sound, navigable for small steamboats and vessels of moderate draught. Several thousand acres at the southern end of the island are owned by the San Carlos Hotel, and have been partially cleared and laid out with a view to inducing tourists and residents to purchase and build. There is a good wharf accessible through San Carlos Pass for sea-going vessels, and the most famous tarpon-fishing grounds on the Florida coast are within easy reach.

The locality and its surroundings are certainly most attractive. The great bay and its sounds are studded with islands

covered with semi-tropical vegetation. Between them wind intricate channels, through which the hunter may paddle his canoe or row his skiff for days without seeing a human habitation, and with a certainty of finding plenty of game, on foot and on the wing. Along the outer beaches, the Gulf rollers break ceaselessly and renew the supply of curious and beautiful shells, with here and there a marine nondescript that may well puzzle even those who are wise in such matters.

It will be noticed that all important buildings, including the light-keeper's house on Sanibel Island, are raised on piles. This is to guard against possible damage from hurricanes, which occur in this latitude during the summer months, rarely earlier than May or later than October. When one of these occurs in conjunction with a high tide, the water rises far above its usual level. The hotel stands well above the highest point to which hurricanes have ever driven the waves.

Sanibel Island lies directly in front of the hotel, two miles distant across San Carlos Bay, curving crescent-wise to the westward. It is 13 miles long, and 3 miles in extreme width. The inland shore is low, overgrown with mangroves, and penetrated by shallow bays and inlets. The seaward front has a fine unbroken beach, strewn with exquisite shells. The interior of the island rises often into bluffs, generally well wooded, and offering endless attractions to the sportsman-naturalist. Point Ybel is the eastern extremity of the island. Near it is the black iron light-tower, with the neat keeper's houses near at hand. The tower stands in lat. 26° 27′ 11″ N., long. 82° 53″ W. It was established in 1884. The light is 98 feet high, and shows white, varied by a white flash every two minutes; visible 15¾ nautical miles at sea. Between Point Ybel and Bowditch Point is San Carlos Pass, three miles wide, with the ship channel into San Carlos Bay. Near Bowditch Point Matanzas Pass opens into a series of shallow lagoons. On the north Blind Pass separates Sanibel from Captiva Island.

Captiva and *La Costa* Islands, with sundry small reefs and keys, complete the barrier that divides Pine Island Sound

from the Gulf. The first is nine miles long, and ranges from almost nothing to three-quarters of a mile wide. La Costa is 7¼ miles long and one mile wide. The two are separated by Captiva Pass, practicable for small boats.

Punta Rassa, 4 miles by water (see below).

Myers, 18 miles by water (see Route 155).

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153. Punta Rassa, Lee County.

Lat. 26° 30′ N.—Long. 82° 50′ W.
HOTEL.—*The Tarpon Hotel*, $2 a day, $12 a week, $45 a month.
STEAMBOATS, same as St. James-on-the-Gulf, p. 122.
ROW-boats, $2 a day ($4 to $5 with guide). Sail-boats, $12 a day, with skipper and two skiffs.

Punta Rassa (Barren Point) forms the eastern chop of San Carlos pass; an expanse of scrub-grown white sand with beautiful beaches and a deep channel, through which ocean currents set strongly close along shore. It is a great resort for sportsmen and cattlemen, being the principal shipping point of live stock for the Cuban markets. The accommodations and fare are not such as will prove attractive to the luxuriously inclined tourist and his family, but for the true fisherman it is a recognized headquarters. The house is a large unpainted wooden structure, rough and picturesque, and with equally picturesque surroundings, including extensive cattle-yards. Sharks of the largest size are caught from the wharf that almost serves as a front porch for the hotel; the best tarpon-fishing grounds are within easy rowing distance; the huge and dangerous devil-fish may be harpooned just outside the pass, and the waters of the bay are at times literally alive with all the game fish of the Gulf. To the south and east is the wilderness merging into the Big Cypress swamp and the Everglades, almost as nature made it, save that hunters have well-nigh exterminated birds of brilliant plumage. Game birds and all kinds of four-footed game are still abundant.

The Tarpon.

It is only since 1885 that the tarpon (*Megalops thrissoides* or *atlanticus*) has been recognized as a game-fish. He had been known to take bait prior to that time, but had been landed only by accident. Otherwise he had been harpooned and occasionally taken in a seine, but his great size, strength, and agility enabled him to defy most devices for his capture. In the winter of 1880–81, Mr. S. H. Jones, of Philadelphia, killed a 170-lb. tarpon with bass tackle at Indian River Inlet. Mr. W. H. Wood, of New York, was the first, however, to reduce the sport to a science by patiently studying the habits of the fish.

The familiar home of the tarpon is the Gulf of Mexico, and he is essentially a tropical fish. Nevertheless stray specimens have been found, in summer, as far north as Cape Cod, and they are certainly abundant in Biscayne Bay and, probably, farther up the east coast of Florida. Tarpon may now be accepted as the common name of the fish, though heretofore it has often been spelled "tarpum," and is known along the remote coasts as "silver king," "silver fish," "grande écaille" among French-speaking Creoles, and "savanilla" on the coast of Texas. Adult specimens often exceed six feet in length, and weigh nearly or quite two hundred pounds.

The tarpon is herring-like in general shape and appearance, has an enormous mouth, with shear-like sides to his jaws, large, fierce eyes, and is withal gifted with an exceptional degree of muscular energy. When alive, this great fish shades off from dark oxidized silver along the back to the most brilliant of metallic silver with gleams of gold along the sides and head. Even in death the big scales retain much of their beauty. The tarpon is only fairly good as a table fish. The coast residents, however, dry the flesh in the open air, and keep it as an article of food.

Tarpon fishing is not all fun, since he does not readily take the bait. Persevering, but unlucky, fishermen have been known to sit in their boats several hours daily for weeks, and

finally give up in despair, without having secured so much as a nibble.

Special tackle is now made for this sport, to wit, rods of split-bamboo, seven to nine feet long, large multiplying click reels that will hold two hundred yards of (15 to 21 thread) linen line. The reel should be used with a thumb-stall or equivalent device, and a favorite hook is the 10/0 Dublin-bend Limerick, forged and ringed. How best to rig the snell is still in doubt. It must be twenty-four to twenty-eight inches long, because it will not hold unless gorged by the fish. No hook will hold in the armor-plated mouth. Wire and small chains are objectionable because sharks frequently take the bait, and it is desirable to have them bite the snell in two, and carry off the hook alone instead of more or less line. A solid snell is often cut by the shear-like action of the tarpon's jaw-plates. Such a snell passed through a small rubber tube has its advocates, but many of the most successful fishermen have settled upon a snell made of rather loosely laid cotton cod-line, dyed some dark color, so as to be nearly invisible when wet. It is difficult for the fish to cut this with their shears, nor is he so apt to feel it before fully swallowing the bait. A good tarpon rod may cost from $12 to $22; a reel from $5 to $35; two hundred yards braided linen line, say $3; snells, if shop-made, $3 to $5 a dozen; gaff, $4 to $10. Complete outfit, say $25 upward.

The usual bait is mullet, half the fish being put upon the hook, thrown to a distance from the boat, and allowed to sink to the bottom. Then there is nothing to do but wait, and put on fresh bait every hour. The tarpon feeds in shoal water, and may often be seen prowling about and stirring up the muddy bottom. When he takes the bait he must be allowed to carry off a dozen yards or so of line before striking. This amount of line is often unreeled and coiled on a thwart, so as to offer no resistance. When struck, the fish begins a series of leaps, striving to shake himself clear, and it is often two hours before he is so far exhausted that he can be brought alongside and gaffed. Experienced fishermen say that the protracted excitement of landing a tarpon far exceeds that afforded by the salmon, hitherto

considered the king of game fishes. Small tarpon, ranging not higher than 40 or 50 pounds, may be taken with any gaudy fly on the large South Florida rivers a few miles from the coast.

The official tarpon record for 1889, as kept at Punta Rassa, is appended.

1889.		Feet.	Inches.	Weight.	1889.		Feet.	Inches.	Weight.
Feb. 28.	C. A. Grymes	6	2	119	Apr. 23.	E. Prime	6	5	142
Mch. 2.	W. W. Jacobus	6		114	" 23.	Thos. B. Asten	6	2½	125
" 4.	Thos. E. Tripler	5	4	84½	" 23.	Frank L. Anthony	4	10	55
" 7.	" " "	5	10	115½	" 23.	" "	5	3	77
" 8.	" " "	5	9	105½	" 24.	" "	5	4	80
" 9.	Thos. J. Falls	5	1	76	" 24.	E. Prime	6	2	135
" 16.	Geo. A. Frost	5	3	77	" 24.	Thos. B. Asten	6	5	145
" 18.	" "	5	11	132	May 2.	E. Prime	5	9	98
" 21.	Thos. E. Tripler	6	1	137	" 3.	"	6	3	115
" 21.	Geo. A. Frost	6	2½	141½	" 6.	"	4	8	53
" 22.	Frank L. Anthony	6	3	131	" 7.	"	5	10½	125½
" 23.	Thos. J. Falls	5	11	125	" 8.	"	6	2	139½
" 26.	Thos. E. Tripler	5	6	90	" 9.	"	5	5	93½
" 27.	Thos. J. Falls	5	8	99	" 9.	"	5	10	109
" 29.	Geo. A. Frost	6	..	127	" 10.	"	5	11	108
" 30.	E. Prime	5	1	78	" 11.	"	6	2½	126
April 3.	O. A. Mygatt	5	2	72	" 13.	"	6	½	106
" 4.	Thos. B. Asten	5	1	70	" 14.	"	5	9½	94
" 5.	Wm. Thorne	6	2	150	" 14.	"	6	2	105½
" 8.	R. K. Mygatt	6	1	144	" 14.	"	5	6½	92½
" 9.	Wm. E. Thorne	6	4	141	" 15.	"	6	1	119
" 9.	" " "	4	11	69	" 15.	"	5	10½	94
" 10.	" " "	5	2	85	" 15.	"	5	10½	101
" 11.	E. Prime	6	..	116	" 16.	"	4	6½	56
" 12.	O. A. Mygatt	5	8	93	" 16.	"	5	6	79
" 15.	R. K. Mygatt	9	7	95	" 16.	"	6	4½	134½
" 17.	Wm. E. Thorne	6	4	147	" 16.	"	6	1	120½
" 17.	Thos. B. Asten	5	9	105	" 17.	"	6	4	146½
" 17.	Frank L. Anthony	5	8	95	" 17.	"	5	7	103
" 19.	R. K. Mygatt	5	2	61	" 17.	"	6	4	132½
" 20.	E. Prime	6	4	134	" 17.	"	6	6	153
" 20.	R. K. Mygatt	6	3	116	" 18.	"	6	5	120½
" 21.	Thos. B. Asten	6	1	130	" 18.	"	5	11½	98½
" 22.	Frank L. Anthony	6	1	110					

The tarpon season begins in March and improves for sporting purposes as the weather grows warmer. Thus far, Charlotte Harbor, in the vicinity of Punta Rassa, has proved the best fishing-ground, but this is probably because the habits of the game in that vicinity have been more thoroughly studied than elsewhere. Tarpon certainly abound

all along the Gulf coast, and in a lesser degree on the Atlantic coast, as far up as the St. John's River. In February, 1889, the upper reaches of Biscayne Bay were alive with them, and the residents thereabout were spearing them at will. Four skilled fishermen, however, failed to induce them to bite, probably because it was too early in the season.

Etiquette among tarpon fishers prescribes that when a fish is hooked, boats near at hand shall up anchor and keep out of the way.

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154. The Caloosa River.

Caloosa was the name of the native tribe dominant in this region at the time of the Spanish discovery; "hatchee" meant "river" in their tongue, and still survives in the Seminole dialect. The Caloosas were a powerful and warlike tribe, their province extending as far north as Tampa, and embracing some fifty villages. Fontanedo translates "Caloosa" as "village cruel," which, with a liberal interpretation, is suggestive as regards the disposition of the population. For about twenty-three miles from San Carlos Bay the river maintains a width of from one mile to two miles, with a depth of seven feet. The shores are, for the most part, low, with occasional hammock islands and broad savannas.

From Punta Rassa on the south to Sword Point on the north, the mouth of the Caloosa is a trifle over three miles wide. The largest and most southerly of the three islands lying off the entrance is Fisherman's Key. There are countless unnamed keys lying in every direction, some covered with mangroves and others with palms and hammock. The channel is very tortuous, with barely seven feet at low tide, but it becomes deeper three miles above Punta Rassa, where, after first narrowing to half a mile, the stream widens to 1½ mile. Four miles farther it again narrows, with Redfish Point on the north and Palmetto Point on the south, and a channel twenty-three feet deep. This is a favorite fishing-ground. East of Palmetto Point is a bay known as Big

Slough, opening into a broad savanna. Two miles beyond is Niggerhead Point, and beyond this again the pretty town of Fort Myers (see Route 155). Six miles above Myers the character of the river changes abruptly. The banks rise to a height of fifteen to twenty feet, the stream narrows to sixty yards, with a deep, strong current, and the banks are covered with a dense hammock growth, an infallible sign of rich land. Human habitations are few and far between. The river receives constant accessions from springs and streams, usually of cool pure water. Twelve miles above Myers the telegraph line crosses the river at Parkinson's Ferry. A mile further is Olga, near the sites—now hardly to be discovered without careful search—of Fort Simmons on the north, and Fort Denaud on the south, bank. The first named was little more than a fortified picket post. The second was a station of some importance, established in the winter of 1837–38 by Captain B. L. E. Bonneville, of the Seventh Infantry, and named after the owner of the land. The site of the fort was two miles from the landing that now bears its name. The fort was strongly garrisoned during the closing years of the Seminole war; and from it Lieutenant J. T. McLaughlin, U.S.N., set out early in November, 1841, with a force of 150 seamen and marines, to explore the then unknown Everglades. They crossed the peninsula, reaching the Atlantic coast by way of Biscayne Bay. Fort Denaud was abandoned shortly after this, reoccupied in 1849, again abandoned, and once more occupied in 1855, and at length, in 1857, finally evacuated, the garrison moving to Fort Simmons on the north bank of the river (sometimes called New Fort Denaud). Here a garrison was maintained till 1858, when it was withdrawn to Fort Myers.

Hollingsworth Ferry, 10 miles above Myers, is the principal crossing place for cattle bound to Punta Rassa. *Alva*, 20 miles above Myers, is a post-office with quite a little settlement in its neighborhood.

About thirty-five miles above Myers is *Lake Flirt*, named after a government schooner that was on duty in Florida waters at the time of McLaughlin's expedition. Swift water is encountered before reaching the lake. This lake, so far as

known, was first visited by white men in July, 1832, the explorers being W. R. Hackley and P. B. Prior, representatives of a New York land company. Fort Thompson, at the outlet of Lake Flirt, was a temporary post established to intimidate the Seminoles. From this point to Okeechobee Lake the river flows through the borders of the Everglades. Naturally its upper reaches were not navigable, but the operations of the Okeechobee Drainage Company have opened a canal through Lake Hickpochee, practicable for boats drawing five feet.

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155. Fort Myers, Lee County (C. H.).

Population, 700.
Lat. 26° 37′ N.—Long. 81° 50′ W.
HOTEL.—*The Caloosa Hotel*, $2 a day.
STEAMBOAT to Punta Gorda three times a week.
Hunter and guide, Taylor Frierson.

As its name implies, Myers was originally a military post. It was named after Captain Abraham C. Myers, of the Fourth Infantry, who served in the Florida war and was afterward brevetted lieutenant-colonel for gallantry in the war with Mexico. He resigned his commission to join the Confederate States service in 1861. In 1858 the troops from Fort Denaud were removed to this point, palisade outworks were erected, and permanent quarters built, only to be abandoned shortly afterward. During the war for secession it was occupied alternately by United States and Confederate troops, but it was a point of no strategic importance, and neither side cared particularly either to hold or capture it. In 1888 the remains of the soldiers who died here during the Seminole war, were removed by the Government to the burial-ground at Pensacola.

Fort Myers presents an attractive aspect to the approaching voyager by river, for as yet the natural waterway affords the only means of communication with the outside world. Several wharves extend from the shore to the edge of the channel. The houses are for the most part shaded by tropical trees, some of them not found elsewhere in Florida. Among these are several noble specimens of the date-palm,

royal palm, betel-nut, and giant bamboo. A street of generous width runs parallel to the river some two hundred yards from the waterside, with good sidewalks and bordered by overhanging orange-groves and gardens wherein grow all kinds of wonderful plants, among them, besides those already mentioned, are tamarinds, citrons, mangoes, guavas, all the citrous fruits, pineapples, pomegranates, cocoa palms, and all the more common tropical and semi-tropical growths that are found throughout the State. A short distance west of the Caloosa Hotel is the residence of Major James Evans, near whose house are a number of palm-trees of species not to be found elsewhere on the mainland. On the trunks of some of these may be seen the marks of the rare frosts that at long intervals visit this region. In the same enclosure are clumps of bamboo, some of them sixty or seventy feet high. A peculiarity of their growth is that before they reach their full development their roots reach the underlying limestone rock, and the whole plant is lifted bodily from the ground. A few steps farther west is a peculiarly symmetrical and vigorous specimen of the date-palm, standing somewhat back from the street and surrounded by a walled mound of earth. This is within the old government reservation, and tradition has it that the tree was planted by the late General Hancock, who was stationed here during 1856 and 1857. At the lower end of the street are houses and laboratories erected by Thomas Edison, the famous electrician, with a view to pursuing his scientific researches where they cannot be interrupted by cold weather.

Fort Myers is still a frontier town, for, if we except Naples, there is not another settlement between this and Cape Sable on the south and the Atlantic coast on the east. A large part of this region is available for stock-raising, and cattle-ranches are scattered throughout the wilderness, where at intervals the stock is "rounded up" and branded by parties of cowboys.

Excursions in the neighborhood of Fort Myers are in the main limited to the river (see Route 154), but it is possible to ride or drive for many miles in any direction. Good shooting is to be found everywhere, and large game ranges up to the outskirts of the settlement.

156. Lake Okeechobee, Dade, De Soto, and Lee Counties.

Between Lat. 26° 40′ and 27° 11′ N., and Long. 80° 29′ and 81° W.—Elevation above sea-level 20.24 feet.—Area about 1,250 square miles.

To the Spaniards the lake was vaguely known by report of the natives as Myacco, or Myaxo, and later by its present name, signifying "Big Water." When Jacob Le Moyne made his map of Florida in 1560, or thereabout, he placed a large lake in the middle of the peninsula, and made this note beside it. "*Adeo magnus est hic lacus ut ex una ripa conspici alter a nonpossit.*" (So great is this lake that one bank cannot be seen from the other.) And not so very much more is known about it to this day. Le Moyne's information seems to have been more trustworthy than William Darby's, whose map, published in 1821, ignores the Kissimmee River altogether, and shows the lake as Lagoona Mayax: a grass-grown swamp. John Lee Williams, writing of this region in 1837, says: "The great lakes that are believed to supply these rivers are wholly unknown."

There is a tradition, not well authenticated, to the effect that one of the Spanish governors sent an expedition to Myacco, as the great lake was then called, to search for pearls, but no proofs have been discovered.

The Seminole war led to a partial exploration by Lieutenant John T. McLaughlin, U.S.N., who, in November, 1841, led a force of seamen and marines to the lake, skirting its southern shore, taking daily observations of latitude and longitude, and making the first trustworthy report as to the topography of this region. During that war it was frequently visited by scouting parties, and the second outbreak of the Seminoles, in 1856–57, led to further military expeditions. A decisive engagement, known as the Battle of Okeechobee, took place near the northern end of the lake, December 25, 1837. During the Civil War the lake afforded a safe retreat for fugitives from the Confederate service, and it has since been frequently visited by hunters and camping parties, but it has never been accurately sur-

veyed, and neither its exact dimensions nor the details of its coast line known with any degree of accuracy. In 1881 Mr. Kirk Munroe made a solitary voyage of exploration in a canoe, and nearly perished before he could make his way out again. He wrote and published an interesting account of his adventures.

The lake is for the most part surrounded by a wide belt of "big saw-grass," through which it is well-nigh impossible for human beings to penetrate. Camping-places are few along shore, very difficult to find, and liable to be submerged by a change of wind. The water is shallow, rarely more than 15 feet deep, but it is drinkable, and there are plenty of fish and water-fowl.

Parties visiting the lake should either make the trip in a launch capable of running into the lake and back to the settlements irrespective of weather, or else in a boat provided with good cabin accommodations, ample supplies, and competent guides.

The lake offers few attractions save its mysterious character. The shores are low and uninteresting, and except at a few points landing is practically impossible. Fort Myers, on the Caloosahatchee, is the most accessible settlement, about 50 miles from the lake shore, though Jupiter and Lake Worth, on the Atlantic coast, are really nearer in a straight line. Numerous streams flow into the lake from the north and west, and there are several small islands near the southern end, where the open water gives way to the grass-grown Everglades.

157. The Everglades.

This vast tract of shallow water thickly overgrown with reeds and grass, lies in Dade, Lee, and Munroe Counties, to the southward and eastward of Okeechobee Lake. It is not a swamp in the ordinary meaning of the term, but rather a shallow lake with a hard rock bottom, and grass growing to a height of four or five feet above the surface of the water. This sea of grass is studded with numerous islands, many of them habitable, and some of them occupied and cultivated by

the remnant of the Seminole tribes. Through this tract wind numerous channels navigable for canoes, which are pushed through the grass with setting poles. The Seminole of the Everglades hardly knows the use of paddles or oars. The Everglades have never been surveyed, though during the Seminole wars they were pretty well explored by scouting parties, whose business was to catch Indians, not make maps. In the winter, the climate of the Everglades is not bad, the water is drinkable, the channels are alive with fish, and game is abundant. But it is very easy to get hopelessly lost, and the labor of following a compass course through the tall grass is very exhausting. The Indians are disposed to be friendly when not crazed with drink; but they can rarely be persuaded to act as guides to their retreats, and they discourage all parties of hunters and explorers from penetrating the "Glades." Injudicious intrusion upon their hunting grounds might easily provoke active resentment, for they are well armed, and their tempers are not always angelic.

The Everglades are most easily reached from Okeechobee by following up some creek, or from Biscayne Bay by ascending Arch Creek, or the Miami River. By this latter route a day's excursion may take one well into the edge of the "Glades." (See Route 200.)

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158. Naples, Lee County.

Lat. 26° 10′ N.—Long. 81° 54′ W.

Naples is the most southerly settlement on the mainland of the Gulf coast. It has a weekly mail service by steamboat from St. James and Punta Gorda, and is pleasantly situated on a sandy peninsula with good elevation above the sea. The region has been surveyed with a view to its becoming a resort, and strict rules as regards the location of stables, etc., on the streets have been adopted. Miss Roso Cleveland, sister of President Cleveland, was one of the first Northerners to acquire property there, with a view to making

it her winter residence. Naples is thirty-eight miles south of Punta Rassa.

Malco, the most southerly settlement on the Gulf coast, is on an island thirteen miles south of Naples, and receives its mail by special service, which means at irregular intervals, or when there is any mail to be delivered.

South of Punta Rassa the coast is, in the main, uninhabitable, low and swampy, overgrown with mangroves, and in short, in process of being turned into dry land by the slow methods of nature. The Big Cypress Swamp borders the coast and merges into the Everglades inland, and into mangrove keys toward the Gulf. Here, as elsewhere, great volumes of water flow outward from the Everglades, and there are several goodly streams known to hunters, but whose precise location has never been determined. Shark River, for instance, was visited by scouting parties during the Seminole war, but later attempts to find it proved unsuccessful, and its very existence is questioned by some recent explorers, who claim to have made thorough search. Navigation along this coast is very difficult, even for small boats. The Government is now engaged in making complete surveys, where none have heretofore been attempted.

Middle Florida.

Between the 27th and 30th parallels of north latitude, lies the richest section of the Florida peninsula. Parallels of latitude, however, do not accurately define its limits. The Suwannee River on the north, and the Caloosahatchee on the south, more nearly mark the natural boundaries. Within this region lie the best agricultural lands, whether for the citrous fruits or for the early field and garden crops that are becoming now so important for the supply of Northern markets. In round numbers, this section embraces an area of about 20,000 square miles, a considerable fraction of which, including savannas and the like, is unfit for cultivation; and still another fraction is covered by beautiful lakes and water-courses which provide natural irrigation and add greatly to the attractiveness of the country. The native pine forest still covers the land from ocean to gulf, save where, as along the railways, it has given place to orange groves and clearings, or where hammocks vary the monotony of straight pine-trunks with the gnarled boughs of live oak, or a tangle of bays, palms, and wild orange trees. The forest land is all of good quality, except where it degenerates into cypress swamps, pine flats, or hammock so low as to be incapable of drainage. To the stranger, much of the cleared land looks not unlike an ordinary sea-beach, but after he has seen square miles of thriving orange-groves growing out of this bare desert, he may realize that Florida sand is not like that of other lands. The fact is that this soil is very rich in limes and phosphates, is often underlaid, covered, or mingled with vegetable mould resulting from ages of accumulation and decomposition.

To the ordinary traveller Florida seems a level forest-covered plain, varied by occasional ranges of bluffs, and interspersed with countless lakes. If he is observant, he will notice that above tide-water the streams flow with a strong current, indicating a considerable elevation at the source, and if he consults the topographical engineers he will learn that the central ridge of the peninsula averages several hun-

dred feet above tide-water, reaching its greatest height, nearly 500 feet, near "Table Mountain," in Lake County. In the office of the Plant Investment Co., Jacksonville, is a large relief map of Florida that well merits inspection. The idea of the map originated with Mr. D. H. Elliott, general agent of the Associated Railway Land Office, and was intended to dispel the popular notion that Florida is a monotonous level. The map is 15 feet by 30, and is planned on a vertical scale of 50 feet to one inch, and a horizontal scale of 2 miles to one inch. To the careless observer the disproportion between the horizontal and vertical scales is misleading, for with identical scales on a map of this size a hill of 500 feet would be less than one-fourth of an inch high, and, of course, practically invisible. Making due allowance, however, for the exaggerated vertical scale, the map conveys an excellent idea of the topography of the State. It was constructed by T. C. Leutze for the S. F. & W. Railway Co., and was sent to the World's Fair at New Orleans in the winter of 1884–85.

To the tourist or invalid this region offers an endless variety of attractions in climate, scenery, game, and out-of-door life in general. He may ride or walk through open forests of pine where there are plenty of quail and a chance for deer and turkey; he may shoot for squirrels in the hammocks, and in the wilder regions may secure the pelt of cougar, tiger-cat, or black bear. The water-courses are almost all navigable for canoes nearly or quite to their sources, and one cannot follow one of them far without encountering some kind of wild creature, interesting at all events for its own sake, and perhaps legitimate prey for rod or gun.

The great railway systems of Florida cross the midland region in all directions. See general map, and for stations and distances, consult county maps and context. The St. John's, the Ocklawaha Rivers, and the several lake regions of the interior, afford steam-boat routes through many of the most picturesque regions of the State, including the wonderful springs described elsewhere. Within this section, too, are the remarkable phosphates recently discovered, which promise to add vastly to the wealth and prosperity of the State.

Within the general boundaries indicated above are three regular stations of the U. S. Signal Service, namely, Jacksonville, Sanford, and Cedar Key, representing approximately the eastern, inland, and western sections of Middle Florida. Observations for temperature have been kept at these stations for several years. Taking the average temperatures recorded at the three, we have the following result: Spring, 70.3°; summer, 81.2°; autumn, 71.8°; winter, 57.16°. This statement for winter does not fairly represent the climate, for, in point of fact, the occasional "northers" unduly reduce the average temperature, which in fair winter weather is from 65° to 70°. From the returns of the same stations, the following is approximately the monthly average of clear or fair days, when it is pleasant to be out of doors: January, 23; February, 23; March, 27; April, 26; May, 27; June, 25; July, 27; August, 27; September, 25; October, 26; November, 23; December, 26. The Weather Service, however, separates its tables of clouds and rainfall, so that, of the 65 days not accounted for above, a considerable proportion are not of necessity what would be called rainy.

The average rainfall is as follows: Spring, 9.24 inches; summer, 21.36 inches; autumn, 12.88 inches; winter, 8.55 inches. Thus it appears that summer is distinctly the rainy season, while the winter months, December, January, and February have the lightest rainfall. (For comparative weather tables see page 377.)

160. Sanford to Tampa Bay and Port Tampa.

By South Florida Railroad, 124 miles (5 hours 30 minutes). For stations and distances, see pp. 70, 73, 79, and maps of Orange, Polk, and Hillsborough Counties.

For the first forty miles, to Kissimmee, the line runs nearly south, bearing a little to the westward. Passing Winter Park, one of the prettiest places in Florida, and Orlando, the busy county town of one of the most prosperous counties in the State, the train presently leaves the high rolling pine lands and enters upon a comparatively level tract extending to the Kissimmee group of lakes. Thence curving

to the westward, it crosses Davenport Creek, a tributary of the Kissimmee, and at Haines City enters the Polk County lake region, which drains into Charlotte Harbor. At Lakeland the train divides, part going southward to Punta Gorda (Route 151) and part westward to Tampa and Port Tampa, there connecting with the Ward Line Plant Steamship Line to Key West, Havana, New Orleans, and Mobile; also with coastwise steamers to Manatee River, the Pinellas Peninsula, Orange Belt Railway, and the different Bay ports (Routes 130 to 142).

The route passes through four counties, namely: Orange, Osceola, Polk, and Hillsborough. For stations and distances, see maps and descriptions in beginning of handbook, and consult Contents.

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161. Winter Park, Orange County.

Population, 600.—Lat. 28° 33′ N.—Long. 81° 20′ W.—Elevation, 92 feet above St. John's River.
HOTELS.—*The Seminole*, $4 a day.—*Rogers Hotel*, $2 to $2.50 a day.
RAILROAD.—The South Florida Railroad, south to Tampa and Punta Gorda; the J. T. & K. W. north to Sanford, Jacksonville, etc. Three trains daily. The Orlando & Winter Park Ry. to Orlando, 4 miles south.
Tramway from station to hotels.
Churches.—Congregational and Episcopal.

On leaving the train the traveller at once notes an air of neatness and thrift in streets, houses, and stores. The business blocks are mainly in the vicinity of the railroad station. Elsewhere are charming cottages, often overlooking one or another of the several lakes. Well-laid board walks are a pleasant relief from the deep sand often encountered, and convenient tramways and excellent livery stables afford facilities for those who would rather ride than walk. From the observatory of the Seminole Hotel fourteen lakes are in sight, though some of them can hardly be detected by a stranger without the aid of a local expert. The outlook, however, covers a most alluring lake region, set in a land of wooded hills often rising boldly from the waterside, here clothed with the native forest, and there showing the deep green and gold of orange-groves. The largest lakes sur-

rounding the town are Maitland to the north, Osceola and Virginia west and south, and Killarney east. Many of these, as well as the smaller intervening lakes, are connected by channels navigable often for launches, and always for small boats, of which there is a good supply at the hotel landings. A steam-launch makes two round trips daily through Lakes Osceola and Virginia (fare 25c.), a very pleasant excursion.

The railway to Orlando, after passing between Lakes Mizell and Virginia, skirts the north shore of the latter and turns southward, crossing a creek to Lake Sue. Then, in succession, are Lakes Estelle, Rowena, Formosa, Ivanhoe, Highland, and Concord, the last within the borders of Orlando.

In the centre of the town is a public park of ten acres, surrounding the railroad station, and the general plan of streets and boulevards is excellent.

Within easy driving distance is *Clay Spring*, across which strong swimmers strive in vain to pass, so powerful is the upward rush of water through a dark chasm in the rock. *Lake Apopka*, one of the large lakes of Florida, is twelve miles to the westward, and to the eastward is a wide, unsettled region, where hunters may find the large and small game of the Florida woods.

Rollins College, situated on a high bluff overlooking Lake Virginia, is open from October to May, inclusive. It has handsome and well-appointed buildings, and is designed to afford facilities for collegiate training to residents and to Northerners whose health demands a mild winter climate.

Winter Park was a wilderness in 1881. It was founded and developed by Messrs. Loring A. Chase, of Chicago, and Mr. Oliver E. Chapman, of Canton, Mass.

162. Orlando, Orange County (C. H.).

Population, 10,000.
HOTELS (rates by the day).—*Charleston House*, $3.—*Magnolia House*, $2.50 to $3.—*Wilcox House*, $3.—*Windsor Hotel*, $3.
RAILROADS.—South Florida, north to Sanford, Indian River, Jacksonville, etc.; south to Tampa and Punta Gorda. And the Tavares, Orlando & Atlantic Railroad west to Tavares, Leesburg, etc.
Churches.—Roman Catholic, Baptist, Congregational, Episcopal, Methodist.
Banks.—National Bank of Orlando.—Orlando Loan and Savings Bank.

In location and topographical surroundings Orlando is identical with its more rural neighbor, Winter Park; but as a business centre, with the county court-houses, stores, manufactories. and the industrial activities of a rich and productive region, it has a distinctive and, commercially speaking, far more important life of its own.

From Orlando to Winter Park is a short and pleasant ride by rail (4 miles, 25 minutes) or carriage road. To Tavares, Leesburg, and Lake Apopka, there is direct and easy communication by rail, and by the Orange Belt Railway to Tarpon Springs and the Pinellas Peninsula. All kinds of supplies for hunting and fishing expeditions can be procured to good advantage in the city, and guides can be secured for extended hunting expeditions toward the headwaters of the St. John's River, thirty miles to the eastward.

163. Kissimmee, Osceola County (C. H.).

Population (1890), 1,082. Lat. 28° 15′ N.—Long. 81° 26′ W.
HOTELS.—*The Tropical*, $3.50 a day.—*The Kissimmee House, Osceola Hotel, South Florida Hotel.* Board, $6 to $10 a week.
RAILROADS.—The South Florida R. R. (J. T. & K. W. System). Sugar Belt Ry.
STEAMBOATS.—To Kissimmee River landings.
Methodist and Presbyterian churches.
The Kissimmee Bank.—Good general stores.
LIVERY.—Saddle horses, $2.50 a day, single teams, $3.50 a day.
BOATS.—Launched, $10 to $15 a day, sail-boats, $3 to $6 a day.
GUIDES.—$1 a day or more, according to services required.

The town is practically at the head of river navigation from the Gulf of Mexico, by way of the Kissimmee River, Lake Okeechobee, and the Caloosahatchee River. (See Routes 156 and 154 and maps, pp. 23 and 77.) It is situated at the head of Lake Tohopekaliga ("the lake of the cow-pens"), a fine body of water, twelve miles long, and of an irregular shape, nearly six miles wide at certain points and with numerous islands. Its greatest depth is fifteen feet, and its normal height above tide-water, 64.59 feet. Five miles northeast of Kissimmee is East Tohopekaliga Lake; about five miles wide, irregularly square in shape, and with its level slightly higher than that of its sister lake, with which it is connected by a canal. These two lakes are at the head of what may be termed the Kissimmee system, including Lake Cypress (62 feet above tide-water), Lake Hatchinea (60.23 feet above tide-water), Lake Kissimmee (58.07 feet at tide-water). All these lakes were naturally connected by channels little better than marshes, but these have been enlarged by the operations of the Okeechobee Drainage Co., and it is now possible for steam-launches and sail-boats to go through to the head of the Kissimmee River, a fine stream flowing southward fifty miles, "as the crow flies," to Lake Okeechobee. The actual distance following the tortuous river is not accurately known. The drainage works have lowered the level of the upper lakes, rendering fit for cultivation wide tracts of rich land previously unavailable. Sugar-cane has been planted in large quantities along the lake shores; and early vegetables, notably cauliflowers, have been successfully raised and shipped to the

Northern markets early in January. The other garden crops —cabbages, beets, potatoes, tomatoes, and the like, are ready for market in February and March.

Kissimmee is a convenient headquarters for sportsmen. Reference to the map of Osceola County, p. 72, will show that it is a frontier town, with no settlements whatever to the south and southeast. There are, in fact, occasional cabins and camps throughout the region that appears on the maps uninhabited, but in effect it is a wilderness, intersected with lakes and water-courses navigable for small boats, and crossed by trails practicable for teams.

Guides, boats, horses, and camp equipage may be hired in Kissimmee. There is no fixed schedule of prices, but favorable arrangements can usually be made through the proprietor of the Tropical Hotel. The head-waters of the St. John's River, running north, are from twenty to thirty miles to the eastward. Lakes and branches are known to the guides which considerably reduce the length of the carry between the two streams. It is possible to descend to the outlet of Lake Kissimmee, and thence carry over by way of Lakes Jackson and Marian to the upper St. John's, which is easily navigable to Lake Munroe. (See p. 197.)

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164. Lakeland, Polk County.

Population, 800.—Lat. 28° N.—Long. 82° W.
HOTEL.—*Fremont House*, $3 a day.
RAILWAYS.—South Florida and Florida Southern.

A railway junction of some importance. The principal lines from the North cross here, bound for Tampa and Punta Gorda. Lakeland is pleasantly situated amidst a cluster of pretty lakes, and with an elevation at the railroad station of 214 feet above the sea (see map, p. 77). Lake Hancock, the largest lake in the immediate neighborhood, is 8 miles south, near Haskell Station, S. F. Ry. Numerous smaller ponds are found in every direction, and good shooting is to be had within easy driving distance. Lakeland was settled in February, 1884, under the management of a joint-stock land company.

165. Bartow, Polk County (C. H.).

Population (1890), 2,000.—Lat. 27° 50′.—Long. 81° 53′ W.
HOTELS.—*Orange Grove Hotel, Willard House, Wright House, Carpenter House*, $2 to $3 a day.
RAILROADS.—The Florida Southern Ry. (Charlotte Harbor Division) to Punta Gorda. The South Florida Rd. (Bartow Branch) to Bartow, etc.

Bartow was settled in 1857, and was at first known as Fort Blount, from R. R. Blount, of Georgia, who, with John Davidson, an Irishman, were the first comers. Until the close of the Civil War, it was little more than a frontier settlement, but it is in the midst of a fine agricultural country, near the southern limit of the great "rolling pine" region, with an extensive hammock on one side and a prairie on the other. Settlers soon began to locate claims in the neighborhood, and when the railroad was finished to Punta Gorda, in 1882, its prosperity became assured. The branch to Bartow, etc., was built in 1885, and farther increased its commercial facilities. There are Baptist, Methodist, and Presbyterian churches and a prosperous school, the Summerlin Institute, which at present has about 300 pupils, and is considered one of the best in the State. It was founded by Jacob Summerlin, who gave the funds required and dedicated the institution to "the poor children of Polk County." Bartow is near the head-waters of Peace River. To the southeast is a flat pine region with numerous lakes and savannas, and good shooting extending to the edge of the Kissimmee swamps. To the southwest, some 12 or 15 miles, are the sources of the Manatee River, flowing through wild hammock lands tenanted by all kinds of game. Bartow is a good headquarters for sportsmen wishing to explore the regions indicated.

166. Plant City, Hillsborough County.

Population, 300.

The town stands at the junction of the *Florida Central & Peninsula* and the *South Florida* railways (see map, p. 36). It is mainly built upon an "oak ridge," with an elevation of 128 feet above the sea. The underlaying strata are yellow and gray sandstone. The first permanent settlement was in January, 1884, on the completion of the railroad to this point. The Pemberton Ferry Branch leads northward, crossing the Orange Belt railway at Lacoochee, and the Florida Southern at St. Catherine. The S. F. and F. C. & P. railways run westward to Tampa. For stations and distances, see p. 48.

For Tampa and vicinity, see Routes 249 to 252.

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170. Jacksonville to Ocala.

By J. T. & K. W. Ry. to Palatka, 56 miles (same as Route 40); thence by Florida Southern Ry., 72 miles (running time 4 hours). There is a choice of routes at Hawthorne (Waite's Crossing), where train may be taken down the east side of Orange Lake, crossing its outlet, and passing through the great orange-groves of Citra to Silver Spring. The other route is to Rochelle and thence south through a beautiful country, west of Orange Lake, direct to Ocala. The route *via* Rochelle is about 10 miles longer than the other. For stations and distances see maps, pages 2 and 62, and tables in context, pp. 4, 5, 63, 64.

The trip by rail from Palatka westward, by the Florida Southern Railroad, is pleasantly varied. After leaving the high bluffs in the vicinity of Palatka, the line runs nearly due west through a level pine-covered country, inclining slightly to the south and west, the hills reappear in the vicinity of Mannville. Lakes are seen in the valleys, and oaks, magnolias, bay, and gum trees intermingle with the pines. In the clearings orange-groves have taken the place of the native forest, especially at Interlachen (Route 171), where they are almost continuous. Near McMeekin the hills rise to a noticeable height, interspersed with lakes and wet prairies. From the train many attractive homes may be seen on the hillsides, with every evidence of prosperous agricul-

tural industry. At intervals the line crosses five streams, some of them in deep ravines. Two miles beyond McMeekin is the line between Alachua and Putnam Counties. At Hawthorne (otherwise Waite's) is the crossing of the F. C. & P., running north to *Orange Heights* and Waldo, south to *Silver Spring*, *Ocala*, etc. At *Rochelle* the line continues westward to Gainesville (Route 173). The Ocala train turns sharply to the southward. Near Rochelle, notice fine symmetrical live oaks in the open country. The bays of Orange Lake are in sight to the eastward as the train nears Micanopy (Micanopy, 6 miles west, Route 175). Two miles south of the junction is the Marion County line. The train skirts wide reaches of saw-grass bordering Orange Lake, runs for miles through heavy timber, cabbage-palms, and grass-covered hills. The absence of the saw-palmetto in this region renders the open woods very attractive for walks and rides. It was a favorite hunting-ground of the native tribes, and they made a stubborn fight before they could be driven out.

Should the route east of Orange Lake be preferred, change cars at Hawthorne. The line crosses the lower part of the lake, which has considerable area, but little depth. Stop if possible at *Citra* (Route 172), for the orange-groves and natural wells, and at Silver Spring (Route 182).

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171. Interlachen, Putnam County.

HOTELS.—*Hotel Lagonda*, $3 a day.—*Lakeview Hotel*, $2.50 a day.
RAILROAD.—The F. C. & P. R.R.

Several beautiful lakes are visible from the railroad in passing through this region. The two that give Interlachen its name are *Lagonda* and *Chipco*. The surrounding country is fine rolling woodland, pine and hardwood intermingled, and the town itself is very attractive in appearance. It has several good general stores, a well-conducted public school, and a pretty Congregational church. The great industry is orange growing, as is evident at a glance over the surrounding hills. A post-road leads northward to *Putnam Hall*

(8 miles), *Etoniah* (14 miles), and *McRae* (19 miles), lying among a group of lakes near the border between Clay and Putnam Counties.

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172. Citra, Marion County.

Hotel, $1.50 a day.
RAILROAD.—The F. C. & P. R.R.

The orange-groves of Citra are well worth a visit, for they are among the largest and finest in the State. So extensive are they that one may as easily be lost among the irregular avenues as in the neighboring pine-forests. Citra is a station on the F. C. & P. Railroad, at its junction with a branch to Oak Lawn, a station on the Florida Southern Railway, six miles west. Approaching from Hawthorne on the north, the line crosses the shallows of Orange Lake after leaving Island Grove station, and passes through the Bishop and Harris orange-groves before reaching the station at Citra. The branch railway to Oak Lawn, too, skirts the plantations for several miles. The groves lie along the southern shore of Orange Lake, within easy walking distance of the station. Large packing-houses are beside the railway track, with all facilities for ready shipment. Here may be seen all the most approved methods of sorting and packing. Tramways lead through the groves in all directions—almost a necessity, since the trees are often so near together that passage for an ordinary wagon is impossible. These groves are, for the most part, budded on wild stock, hence there is no regularity in their arrangement. All through the tract stand superb forest trees, some of them dead or dying, and no longer objects of beauty; but they are allowed to stand as a protection against frosts and high winds. One may walk or ride for miles without once leaving the shade of orange-trees in full bearing. From Citra station alone there were shipped, during the season of 1889–90, nearly 250,000 boxes of oranges.

Near Citra are several of the curious natural wells peculiar to this region. They are within easy walking distance, and a guide can usually be found who, for a trifling fee, or, if a white man, for nothing at all, will show the way.

173. Gainesville, Alachua County (C. H.).

Population, 1890, 2,766.—Lat. 29° 40′ N., Long. 82° 25′ W.
HOTELS.—(Rates by the day.) *Arlington Hotel*, $2.50 to $3, *Brown House*, $2 to $4; *St. Nicholas*, $1 to $3; *Rockmont House*, $2.50 to $3.
RAILROADS.—The Gainesville Branch of the Florida Southern Ry. (J., T. & K. W. System) has its terminus here, with through trains to Jacksonville and the North; the Florida Central & Peninsula, S.W. to Cedar Key, N.E. to Fernandina, and the Savannah, Florida, & Western Railroad, N.W. to Waycross, etc. These railways have separate stations, those of the F. S. Ry. and the S., F. & W. being adjacent.

Gainesville was named in honor of General Gaines, who, as much perhaps as any man, was instrumental in bringing to a successful termination the long war with the Seminoles. It occupies a "black-jack ridge," the soil being sandy, underlaid with clay at a depth of 2 to 20 feet. The locality was settled about 1825 by one "Bod" Higgenbottom, but until after the Indian War permanent inhabitants were few. The surrounding country is very rich, and well adapted to grazing and agricultural purposes. The East Florida Seminary is a military school of excellent reputation. The daily drills of the smart gray-clad cadets are well worth seeing, and a visit to the seminary buildings and the adjoining barracks may give the stranger some new ideas regarding the educational institutions of Florida.

During the Civil War Gainesville had but one visit from United States troopers. On February 14, 1864, Captain George E. Marshall, of the Fortieth Massachusetts Infantry (mounted), raided Gainesville under orders from General Truman Seymour, the same who was so disastrously beaten at Olustee one week later. Captain Marshall's raid was a very bold one, leading him far from any possible support. He held the place for two days against several attacks, and after having distributed among the people of the town such Confederate provisions as he could find, he made good his escape, rejoining Seymour, who was encamped at Baldwin.

Gainesville is the best headquarters for visitors to the many natural curiosities of Alachua County. In the immediate vicinity are numerous lakes, the largest of which, Alachua, has a somewhat remarkable history. It occupies

what was formerly Payne's Prairie, so named from the chief of the local Indian tribe. Through it flowed the surplus waters of Newnan's Lake to a point near the middle of the prairie, where the whole stream went down into an unfathomed abyss, known to the Indians as Alachua, variously translated as "the bottomless pit," or "the place where the waters go down." The whites, with excellent taste, took Alachua for the county name, but called the chasm the "Big Sink." The place became a favorite picnic resort, and parties of visitors amused themselves by throwing in whatever they could lay hands upon, even felling large trees to see them disappear.

The natural result followed in due course, and in 1875 Alachua refused to swallow any more. Payne's Prairie, thousands of acres of rich grazing land, became a lake, and so it remains to this day. It may be that eventually Nature will reassert herself, and gradually cut a new subterranean passage for the waters, which now find their way into Orange Lake. Tuscawilla Lake, near the town of Micanopy, on the contrary, was made permanent by the anxiety of the owner to prevent the sink, a smaller one than that of Alachua, from becoming choked. He attempted to curb it with logs, but the bulkhead gave way and the passage became permanently clogged.

The Devil's Mill Hopper, another curiosity of similar character, is five miles north of Gainesville, a bowl-shaped depression about three acres in extent, and 150 feet deep. The sides of the bowl are covered with luxuriant vegetation, and fifteen springs break from the rock, cascading down into a pool at the bottom of the hopper, whose level has not changed materially since the county was settled. Natural wells are found all over the country, especially in its western section. They are sometimes full of water, but often dry and open to exploration. In diameter they measure two or three feet, and are often thirty or forty feet deep, with sides as smooth and regular as if cut by the hand of man.

King Payne, a Seminole chief, conspicuous in the vicinity of Gainesville in the first decade of the present century, collected a band of Indians and runaway negro slaves, and on

September 11, 1835, attacked a wagon train escorted by a party of twenty Americans under Captain Williams. The escort made brave fight till their ammunition was exhausted when the survivors retreated in good order. General Newnan, for whom Newnan's Lake and Newnansville are named, was soon on the march to avenge this attack, and met the enemy in somewhat superior force on September 26th. King Payne was killed early in the fight, and the Indians were repulsed, but when they learned of their leader's fall they returned to the attack again and again, in the face of the deadly Georgian rifles, and although thrice repulsed succeeded at last in forcing the Americans back, and recapturing their chief's body. The Americans were so badly cut up that, after holding the position until October 4th, they withdrew, and for the time gave up the attempt to occupy the country.

The Land Office.

At Gainesville is the United States Land Office for the State of Florida, and as the Government system of surveys is often perplexing to strangers, a brief explanation is here given:

The present system of Government surveys extends throughout all the States and Territories, except the original thirteen States and Kentucky, Tennessee, Maine, West Virginia, and Texas. It was inaugurated by a committee, of which Thomas Jefferson, of Virginia, was chairman, appointed by the Continental Congress. On May 7, 1784, this committee reported an ordinance which, after much alteration and amendment, was finally adopted May 20, 1785. Many supplementary acts have since been passed, until the system is now a model of accuracy, simplicity, and convenience. All the maps in this Handbook are divided by a series of parallel lines, running east and west, and others in like manner north and south, dividing the map into little squares. Each of these squares is a *township* of the public survey, and a knowledge of their arrangement, the method by which they are numbered and subdivided, is a matter of interest and importance.

As it is not practicable to begin a rectangular system of survey upon the irregular border of a State, a convenient point is chosen within its borders. A *base line* is established, running east and west, also a *meridian line*, running north and south, crossing the base line at right angles. Townships are surveyed from these lines.

Shortly after the acquisition of Florida by the United States (1821), the intersection of the base and meridian lines of the survey was fixed at Tallahassee, that being the centre of political interest and influence, though obviously inconvenient for geographical reasons, since a meridian line at that point could only be about thirty miles long within the State. It did very well, however, for a base line, and the long official meridians were laid off on the peninsula. On the folding map it will be seen that the squares are marked with Roman numerals east and west from Tallahassee, while the *ranges* are marked with Arabic numerals north and south from the base line, on meridians of about 82° 32′, 81° 10′, 80° 15′, etc. On the County maps Arabic numerals are used throughout as being, upon the whole, more convenient.

Townships were first surveyed, and later, were subdivided into *sections*.

A *township* is a tract of land six miles square, containing thirty-six square miles, or 23,040 acres.

A row, or tier, of townships, running north and south, is called a *range* of townships.

A *section* is a tract of land one mile square, forming one-thirty-sixth of a township, and containing 640 acres.

The map of Leon County, page 52, shows the starting-point of the Government survey, the base line, the meridian line, and the county townships. It may be compared with a complete map of the State. The village of "Ferrells" is situated, you will find, in township 2, south of the base line, range 1, east of the meridian. Centreville is in township 2, north ; range 2, east. The entire peninsula, however, and a considerable part of Northern Florida, is south of the base line and east of the meridian. Turning to the various county maps, it will be found that Jacksonville is in township 2, south ; range 26, east ; Sanford in township 19, south ;

range 30, east; Eau Gallie in township 27, south; range 37, east; Kissimmee City in township 25, south; range 29, east, etc.

In like manner, west of the meridian of Tallahassee, we find Quincy in township 2, north; range 3, west; and Pensacola in township 1, south; range 30, west.

Subdivisions.—Each township is subdivided into 36 sections, each section being one mile square, and containing 640 acres. These sections are arranged as shown herewith in the diagram of a subdivided township.

Each section is, in turn, subdivided into *quarter-sections* of 160 acres, and each quarter-section into quarter-quarter-sections, of 40 acres each. But wherever the lines of a section come out irregularly upon the margin of a large lake, or navigable river, or the sea-shore, the broken section is cut up into *fractional lots.*

Now, should the reader see a description like this, for instance: Southwest quarter of the northeast quarter of section 7, in township 4, south, range 26, east, he will know that it is a forty-acre tract, and he will discover, with the aid of a map, that it lies just west of Orange Park, in Clay County, on the line of the Jacksonville, Tampa & Key West Railway.

A land agent would write the same description in brief, like this: S. W. $\frac{1}{4}$, of N. E. $\frac{1}{4}$, 7—4—26, S. & E.

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

A SUBDIVIDED TOWNSHIP.

Owing to the impossibility of absolute accuracy in running survey lines by the simple process of chaining across uneven ground, the divisions do not always contain the exact number of acres contemplated by the system; a quarter-quarter-section, for instance, sometimes contains a fraction more or less than forty acres, and so on, so that one must always inform himself, if

he wishes to be accurate in the matter of a particular tract. This information may always be readily obtained by sending a letter of inquiry, containing a description of the tract, to the United States Surveyor-General, at Tallahassee, or the United States Register of Lands at Gainesville.

174. Jacksonville to Leesburg.

By J. T. & K. W. Ry. to Palatka (see Route 40); Palatka to Ocala (see Route 170); Ocala to Leesburg by Florida Southern Railway, 34 miles (whole distance, 162 miles, running time, 7 hours); or by Florida Central & Peninsula (Southern Division), 38 miles (whole distance from Jacksonville, 168 miles; running time, 6 hours 39 minutes).

The line of the Florida Southern follows a southeasterly direction from Ocala, passing near the site of old Fort King, established in March, 1827, at the junction of six roads. It was attacked by the Seminoles in force April 27, 1840. The post was abandoned March 25, 1843. It was to this point that Major Dade's command was marching when massacred by the Indians in 1835. (See p. 320.) After passing Lake Weir and its adjacent stations (Route 185), the line runs almost due south, crossing into Lake County two miles south of Foster Park. Chetwynd and Fruitland Park will be noticed as among the most prosperous of the English colonies in Florida (see Route 190).

The F. C. & P. follows a more southerly route, passing into Sumter County (p. 85) near Dallas, and into Lake County about one mile east of Bamboo. At Wildwood the Tampa Division continues southward (see Route 140). This station was named in 1885 by a pioneer telegraph operator, who, finding himself at the end of his wire, reported to headquarters, dating the despatch "Wildwood," for at that time there was nothing else to be seen. From this point the line runs a little south of east, through a country rising from level pine into rolling hills and hammocks, till the lakes near Leesburg are in sight.

175. Micanopy, Marion County.

HOTEL.—*Tuscavilla*, $2 a day.
Presbyterian, Methodist, and Baptist Churches.—Micanopy High School.
Livery.—Saddle horses, 50 cents an hour; $1.50 a day.—Carriages, etc., $1 to $2 an hour; $5 to $10 a day.
Boats can be hired on the adjacent lakes.

Micanopy is named after a powerful Indian chief of the early days, whose village was on the borders of the lake, within the present limits of the town. They made gallant fight for their homes. A military post was established here April 30, 1837, and maintained till February 16, 1843. There were sharp fights with Indians on December 20, 1835, and on June 9, 1836, prior to the erection of the fort, and a formidable attack was made December 28, 1840. Besides these engagements desultory bush fighting continued during the whole period. The first settler was Dr. Payne, a Virginian, who came here in 1835, and had few neighbors, save the post garrison, until after the subjugation of the Indians. Micanopy (accent on the penult) is now a prosperous town, surrounded by rich hammock lands and productive plantations. It is the terminus of a spur of the Florida Southern Railway, four miles from Micanopy Junction. Good water-fowl shooting and fishing is to be found in the several large lakes in the immediate vicinity, and all kinds of Florida game abound within a few miles to the south and west. There are in this neighborhood vast tracts of woodland through which one may ride, drive, or walk all day without a beaten trail and rarely seeing a human habitation. This region was the birthplace of the Indian war which involved the whole State. A brief historical sketch is appended.

The Seminole or Florida Wars.

Shortly after the second war between the United States and Great Britain (1812–14), Florida being at the time under Spanish dominion, the mixed tribes of Seminoles, Creeks, and runaway negroes began to commit depredations on the frontiers of Alabama and Georgia. No redress could be obtained from the Spanish authorities, and British residents

were not averse to instigating hostilities. At length, in the spring of 1818, Generals Jackson and Gaines were ordered to carry the war into Florida, which they did so effectually that it was speedily ended. Incidentally the Americans were obliged to capture Pensacola and St. Marks, both occupied by Spanish garrisons, which made only a show of resistance. Two Englishmen, Arbuthnot and Ambrister, were hanged, having been tried by court-martial and found guilty of stirring up the Indians to war. The territory was occupied by United States troops until Spain evinced the intention and ability to restrain the Indians, when our troops were withdrawn. The part borne by the two Englishmen appears to have been pretty clearly demonstrated, for Great Britain never called the United States to account for the matter. This ended the First Seminole War.

The second war was the natural consequence of annexation to the United States, and the rush of settlers southward. The later periods of Spanish rule were characterized by a more pacific policy toward the Indians than was the case at first. So, too, with the period of English dominion. The Indians were practically undisturbed so long as they behaved themselves, which, it may be added, they generally did, even as the scant remnant of the tribe that still haunts the Everglades is behaving itself to this day, so long as it is left alone.

With the opening of the country to American settlement there came an abrupt change. The aggressive, lawless elements of the then frontier States of Georgia, Alabama, and Mississippi could now do openly what they had been doing for a generation in an underhand way—namely go in and possess the land. Nominally certain boundaries were to be respected but in practice these were ignored, and in 1822 Colonel Gad Humphreys was appointed agent to negotiate a treaty. At this time the Seminoles numbered about 4,000 souls all told, including several hundred negro slaves. They had their plantations and villages, and though annoyed by the encroachments of the Whites they looked for redress and protection to their "Great Father" at Washington.

After some preliminary negotiation, a meeting of chiefs

and commissioners was arranged at Fort Moultrie, five miles south of St. Augustine, and a treaty was signed substantially guaranteeing certain districts to the Indians. This was in September, 1823, shortly after the acquisition of Florida. The twelve years that followed gradually led up to open hostilities through the usual encroachments on the part of the whites, and resistance and sometimes retaliation on the part of the Indians. In May, 1832, a treaty was executed at Payne's Landing on the Ocklawaha, whereby a considerable body of the Seminoles agreed to remove west of the Mississippi if on inspection the country proved desirable. Before this plan could be carried out, however, the opposing faction under Osceola and Micanopy began open resistance by murdering the leader of the friendly chiefs and the unsuspecting officers at the agency, and almost simultaneously waylaid and massacred Major Dade's command. Then followed seven years of fighting that seemed at times almost hopeless. No one who is unfamiliar with the peculiar topographical conditions of Florida can appreciate the difficulty of outmanœuvring such a wily foe as the Seminole. Gradually, however, they were pushed southward, still fighting desperately. The last general engagement was fought on Christmas-day, 1837, on the northern shore of Okeechobee Lake, a hand-to-hand struggle in the depths of a horrible swamp. The Indians were beaten and never afterward faced the Americans in force. The war was continued, however, by small parties, until 1842, when, their principal chiefs having been captured or killed, and their numbers largely reduced by surrender and removal, peace was finally secured. A few hundred determined to make the Everglades their home rather than leave their native land altogether, and as they could not be caught they were finally allowed to remain unmolested. Some of the more important incidents of this war are described in connection with the localities where they occurred. It cost the United States about 1,500 lives and $20,000,000 in money to subjugate this gallant and in the beginning peaceably disposed race.

180. Ocala, Marion County (C. H.).

Population, 1890, 3,400.—Lat. 29° 10′ N.—Long. 82° 05′ W.
HOTEL.—*The Ocala*, $4 a day.
RAILROADS.—The Florida Southern Railway (J., T. & K. W. System), north to Jacksonville; south to Leesburg, etc. Florida Central & Peninsula Railroad, north to Fernandina; south to Brooksville, Dade City, etc. Silver Spring, Ocala & Gulf Railway, east to Silver Spring and the Ocklawaha; west to Homosassa (all separate stations, but within ten minutes drive, fare 25c.).

Few inland cities in Florida are more favorably situated than Ocala for a prosperous commercial future. In the midst of an exceptionally rich agricultural region, and at the junction of important railroads, it would seem that her present prosperity may fairly be expected to increase. Recent discoveries of wonderfully rich phosphate beds in the immediate vicinity have made her a sort of exchange for transactions connected with the phosphate interest. The name Ocala means, in the Seminole tongue, green or fertile land. After crossing the Oklawaha in his march northward, in 1539–40, De Soto came upon a large Indian village, containing, according to the Spanish account, some six hundred dwellings. This was Ocali, or Ocala, and De Soto, after his usual custom, first made friends with and afterward nearly exterminated the peaceably disposed natives. It is satisfactory to know that it cost him a sharp fight. The precise location of the village is believed to have been a short distance to the eastward of the present city, perhaps near the site of old Fort King, a military post established in 1827 and maintained until 1843. The fort was the nucleus of the early settlement. It was the scene of the first Seminole attack upon a United States post. The Indians had been quarrelling among themselves, and had committed some outrages upon white settlers, but it was not known that they were on the warpath. On December 28, 1835, they suddenly appeared at Fort King, waylaying and killing General Thompson, the Indian commissioner, and several others who were outside the fort.

Modern Ocala owes its existence to the convergence, since 1880, of the railroads, and to an incorporated association, the Ocala Company, which has built the large hotel and developed the resources of the place. In November, 1883, the

town was almost wholly burned, but has been rebuilt on a more permanent plan. In the immediate neighborhood of the public square are handsome buildings, containing banks and shops of all kinds. In 1888–89 the opening of the Semi-tropical Exhibition, in a building erected for the purpose, attracted to Ocala contributions from all over the State, but more especially from Marion and the adjacent counties. The result was an exhibition of products that fairly surpassed the hopes of its projectors. Citrus fruits of all kinds were shown that had been grown side by side with excellent cereals, and the array of native grasses suitable for fodder, of native woods of all kinds, and of textile fabrics made from palmetto fibre and pine needles, was most interesting and suggestive. It is understood that hereafter the exhibition will open every other year, alternately with the Subtropical Exhibition at Jacksonville.

Within easy reach of Ocala are numerous points of interest, accessible in some cases by rail and in others by carriage or in the saddle. Among these are :

Silver Spring (see Route 182), the most famous of all in Florida. It is within easy driving or walking distance (5½ miles), the road winding mainly through open woods. By keeping nearly due east one cannot go far astray, for the Ocklawaha cypress swamp presents an impassable barrier about 6½ miles from Ocala, and the railroad is a safe landmark to the northward. Excursion tickets at low rates are sold, including a fascinating trip by steamboat down Silver Spring Run to the Ocklawaha and return.

Blue Spring (see Route 183). Twenty miles west (1 hour), by S. S., O. & G. Ry. Descend Blue Spring Run (5 miles) to Dunnellon and return by rail. The morning train west reaches Blue Spring about 8.30 A.M., giving ample time for a leisurely voyage down the run, with time to visit the phosphate works, and return to Ocala by afternoon train (consult local time-tables). There is a good hotel at the Spring.

The Ocklawaha (see Route 181) may be ascended to Leesburg or descended to Palatka by taking boat at Silver Spring.

Lake Weir (see Route 157). By F. S. Railway, 32 miles (1 hour 45 m.). Boats are for hire on the lake, which is nearly circular in shape and three miles across. (Hotel, *The Chautauqua House.*)

Drives, etc.—In almost any direction there are charming drives through open hammock or rolling pine woodland. With a suitable vehicle, or on horseback, one may often ignore the roads altogether. For explorations of this kind a pocket compass is indispensable, as it is impossible for a stranger to keep his bearings. Good shooting may be reached within an hour of the hotel. There is no good fishing within easy reach, Lake Weir being the nearest of large size. In Blue Spring and Silver Spring the water is so clear that fish can be seen more easily than they can be taken. There are numerous small ponds scattered about the vicinity, in most of which there are bream, perch, etc.

A good map of Marion County, on a scale of one-half inch to the mile, was published by the county commissioners in 1888. It will be found useful to all who wish to dispense with guides.

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181. The Ocklawaha.

By Steamboat.—Palatka to Silver Spring, 135 miles (20 hours).

The name is Seminole, meaning, freely translated, "dark, crooked water." The stream is navigable from its junction with the St. John's, twenty-five miles above Palatka, to its source in Lake Griffin, about fifty miles as the crow flies, but probably two hundred miles as the river runs. There are three points of departure for the Ocklawaha, namely, from Palatka, Ocala (near Silver Spring), and Leesburg. The usual route is between Palatka and Silver Spring, either ascending or descending. The boats are necessarily small, but are comfortable, and the service good. The trip occupies twenty hours, more or less, the conditions of navigation rendering punctuality impossible. To and from Leesburg, on Lake Griffin, adds about seventy miles to the distance.

The Ocklawaha affords, under comfortable travelling conditions, an interior view of a great cypress swamp, such as cannot otherwise be obtained in Florida. Since the voyage cannot be accomplished by daylight, an opportunity is afforded to witness navigation by torchlight under exceptionally favorable circumstances. The use of firearms is very properly prohibited on all the boats, and as a result the wild creatures of the swamp have become quite fearless, alligators often lying still on their favorite logs while the boat passes, while herons, eagles, owls, and other denizens of the forest hardly take the trouble to flap lazily from their perches. When promiscuous firing was allowed, animal life along the river was almost exterminated, and human life on the boats was constantly imperiled. The wisdom of protecting the game must now be evident to all save the most inconsiderate.

The extreme crookedness of the stream, which may be likened to a series of capital S's, is such that a peculiar recessed wheel and a double steering gear is necessary. It is interesting to stand on the upper deck immediately above the stern-wheel and watch the operation of the peculiar mechanism when turning a sharp curve. The skill of the negro pilots, and the strength and endurance displayed by them in steering this complicated course is well worthy of notice.

Some little caution is advisable for passengers on the upper deck, as the rail is often swept by the boughs of trees, and serious accidents have occasionally befallen heedless travellers. It is only necessary, however, to keep a bright lookout. There is always time enough to get out of the way, and, when practicable, the boat's officers give warning.

Canoeists and others contemplating camping expeditions along the Ocklawaha should take into account the infrequency of practicable camping places. More than nine-tenths of the distance is through a dense growth of partly submerged cypress, and only at a few points does dry land approach the channel.

The following list of landings, localities, and distances from Palatka was made out by Captain J. E. Manucy, of the steamer Astatula, who began life on the Ocklawaha when

barges propelled by poles were the only craft in use, and Seminole arrows were always among the chances of the day's experiences. The names are mainly those in vogue among the bargemen in the early days of pioneer navigation:

	MILES
Hart's Grove	1
Rolleston	2¼
White's Road	2½
San Mateo	5
Dunn's Creek	7
Brown's Landing	7¼
Murphy Island	8¼
Buffa'o Bluff	9½
Hamlin's Old Store	12
Horse Landing	16
Satsuma	18
Nashua	19
Root's Wharf	20
Three Sisters	22
Welaka	25
Mouth of Ocklawaha	25½
Double S. S	28
Boyd's Creek	29
Bear Is'and	31
Davenport	32
Toney's Hole	33
Poor Man's Labor (Pinner's)	37
Narrows	39
Freeborn's Cut	39¼
Rivers'de	40
Deep Creek	43
Jack Gates	44
Turkey Creek	45
Blue, or Salt, Spring	48
Cedar Landing	50
Jam Log	52
Agnew's Landing	53
Turkey Foot	54
Fort Brooke	56
Jordan's Landing	57
Orange Creek (O. Spring Landing)	57½
Orange Spring Shoals	58
Needle's Eye	59
Enoch & Collins' Landing	60
(Here note the re-entrant bends.)	
Gray's Cut	61
McBride's Landing	61½
Twin Palmettos (west bank)	62
Long Reach	63
Indian Bluff	64
Harper's Ferry	65
Big Eddy	66
Matchett's Shoals	67
Tobacco Patch	67½

	MILES
Hart's Secession Camp	68
Payne's Landing	69
Douglas Landing	69½
Iola	70
Well's Landing	72
Forty-foot Bluff	74
Rough and Ready Cut	75
Chief's Sign	77
Log Landing	81
Eureka Cut-off	84
Eureka	85
Cypress Gate	85½
Pine Island	87
Sunday Bluff	90
Twin Cypress (east bank)	91
Bear Tree	93
Star Island	93¼
Sunday Run	94
Fern Tree	94½
Hogan's Landing	95
Pin Hook	96
Hell's Half Acre (island)	97
Park's Landing	98
Dodger Island	99
Gore's Landing	100
Brush-heap	102
Straits of "Dardin Kenels"	103
Osceola's Old Field	105
Durisoe's Landing	106
Rogers' Cut	108
Stuart Creek	109
Chitty's Avenue	110
Palmetto Grove	111
Long's Landing	113
Mill View	114
Grahamville	115
Howard's Landing	116
Sh'metaylor	120
McKroski's Old Field	123
Delk's Bluff	125
Silver Spring Run	126
White Oak Landing	127
Helvington's Landing	129
Rogers' Grove	130
Marshall's Landing	131
Pasteur's Landing	132
Robinson's Landing	134
Turpentine Still Landing	134¼
Jacob's Wells	134½
Silver Springs	135

182. Silver Spring, Marion County.

HOTEL.—*Silver Springs Hotel*, $3 a day.
RAILROAD.—The Florida Central and Peninsula, north to Jacksonville (129 miles), west to Ocala (3 miles). Tickets good in either direction are sold from St. Augustine or Palatka.
STEAMERS.—To Palatka and Leesburg via the Ocklawaha. (See Route 153.)

Silver Spring Run. — The change from the dark brown water of the Ocklawaha to the crystal transparency of Silver Spring Run is almost startling. The run is 9 miles long, and clear as the water seems at the mouth it is still clearer at the source. There is some reason to believe that De Soto visited this wonderful spring on his march of discovery and conquest in 1539, and if he did so it is hardly to be wondered at if he thought he had discovered the veritable fountain of youth. It is the most famous spring in Florida, perhaps because it is the most accessible, for there are others that are not unworthy rivals, each having some charm peculiar to itself that leaves the visitor in doubt as to which is the more beautiful.

At the ordinary height of water, according to careful measurements made by Dr. D. G. Brinton, the spring discharges daily over three hundred million gallons of water, more than three hundred times as much as is carried by the Croton Aqueduct of New York, and 750 times as much as is delivered by the new Liverpool water-works at Vyrnwy, Wales. The same observer found the uniform temperature 72.2° F. The surface level of the spring varies at different seasons sometimes as much as 3 feet. It is apt to be highest after the summer rains. At all seasons, however, it discharges a stream of sufficient volume to float river steamers of moderate size. The water rushes upward through dark fissures in the limestone rock, keeping beds of white sand in constant agitation.. It is "hard" water, not good to drink, but of such marvellous transparency that the bottom is distinctly visible at depths of 60 to 100 feet. There are five principal openings through which the water rises near the spring head, and others occur at intervals along the run. At one of them, known as "The Boneyard," about two miles down the run, the dismembered

skeleton of a mastodon has been found. Fully to appreciate the wonders of this fascinating spot one should explore it at leisure in a small boat. Even when seen from the deck of a steamer the run affords a strange series of pictures, the like of which are hardly to be found elsewhere. Fish abound in all these springs, but owing to the clearness of the water they are not easily taken.

Every traveller will hear it asserted that the water of Silver Spring, as indeed of all other springs of like transparency, has a magnifying power. This is obviously a delusion where the surface is level, since a curved surface of the denser medium, glass or water, is necessary to produce apparent enlargement. Occasionally, in a boiling spring distorted fragmentary glimpses of magnified objects may be caught where the surface momentarily rises to a convex form. Even when the water is quiet, however, the illusion is favored by its very high refractive power, which distorts objects not directly beneath the spectator's eye. Thus an approximately level bottom seems, when viewed from a small boat, to be a hemispherical depression with only a foot or two of depth at the rim, but as the boat moves the depression seems to move also, the greatest depth remaining directly beneath the boat.

183. Blue Spring, Marion County.

(Post-office, Juliette.)

HOTEL.— *The Cottage Hotel*, $2 a day.
Single teams, $2 to $2.25 a day. Double teams, $4 to $5 a day. Boats down Blue River, $1, or $1.50 with oarsman. *Steam Launch* to Dunnellon and return, $1 apiece for party, or $15 to $20 if chartered for the day.
GUIDES, $1 to $2.50 a day.

Blue Spring is a station on the Silver Springs, Ocala & Gulf Railroad, 20 miles west of Ocala. The spring, named Wekiva by the Seminoles and Las Aguas Azul by the Spaniards, is one of the most beautiful in Florida, surrounded by an amphitheatre of bluffs covered with a fine growth of magnolia, hickory, live oak, bay, and the like, interspersed with pine. The spring is 350 feet wide, of a color that varies from blue to green, owing to unexplained conditions or to individual perception of color. So clear is the water and so high its refractive powers that, looking from the bank, a stranger cannot be convinced that the basin is more than three or four feet deep. It is a favorite pastime among the newly arrived to lay wagers regarding the depth and then paddle out and take soundings with an oar. The actual depth is 25 feet or more. The spring derives much of its peculiar beauty from the wonderful vegetation that rises in endless variety of color and form along the rocky dykes and sand-bars of the bottom. To float upon the absolutely invisible water above these fairy-like bowers is an experience never to be forgotten. The water boils up through a broad, and no doubt a very deep-bed of pure white sand, in volume sufficient to form a considerable stream—not nearly so large, however, as Silver Spring Run. All along the banks, too, are other lesser springs, overhung by ferns and vines that rival those beneath the surface of the water. Soon after the completion of the railroad a number of loaded percussion artillery shells were found in shoal water in the spring. They were no doubt relics of the Civil War, but their presence here has never been accounted for, as no military force is known to have visited the place.

Visitors should not fail to go down the run to Dunnellon,

either by steam launch or in a row-boat. The distance, allowing for the windings of the stream, is about 6 miles, and the whole trip is a series of surprises. Here and there are deep rocky chasms through which fresh volumes of water boil upward, and at frequent intervals other springs burst from the banks, sometimes utilized to turn water-wheels and each possessed of some peculiar charm of its own. The lower reaches of the run are bordered with cypresses and frequented by garfish, turtles, and alligators. Dunnellon is at the junction of the Withlacoochee, and thence, if desired, the train may be taken back to Blue Spring. To row back against the swift current with such boats as are available calls for a good three hours of hard work.

A word of warning in regard to bathing. The water is so pure that its specific gravity is low. Hence it is harder to swim in. One may easily dive to a great depth, but it is not so easy to reach the surface again, and inexperienced swimmers may readily find themselves in trouble.

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184. Dunnellon, Marion County.

HOTEL.—*The Renfro House*, $1.50 a day.
RAILROADS.—The Ocala, Silver Springs, and Gulf Railroad northeast to Ocala (20 miles), southwest to Homosassa (28 miles).

Near the confluence of the Withlacoochee and Blue Rivers the land rises into hammock-covered bluffs, affording an excellent site for a town. A large tract was acquired by a land company in 1887, and considerable money was laid out in a railway station, cutting avenues through the forest, and making the beginnings of a populous community. A park was set apart near the junction of the rivers and a hotel, church, and schoolhouse were built shortly after the completion of the railroad, which here crosses the Withlacoochee. The locality is attractive, and the land of excellent quality. It was not, however, until the summer of 1889 that the fabulous wealth underlying the soil was discovered. There had been some passing excitement in the vicinity concerning an alleged discovery of gypsum, and every one was

on the lookout for specimens. Albert Vogt, of Dunnellon, picked up a chalky substance in the hammock, and handed it to Mr. J. F. Dunn, who sent it to Ocala for examination by Dr. Rene Snowden, a chemist of that place. Analysis gave from sixty to eighty-one and a half per cent. of phosphates, and specimens subsequently found ranged as high as ninety per cent. The value of the discovery was at once apparent, and the earth was drilled and quarried as if gold were sought, instead of a really useful article of commerce. The discovery in fact threw upon the market fertilizers of such purity and strength that for some time it was not known how they could be used. The area underlaid by this extraordinarily rich deposit is not at this writing clearly defined. It extends on both sides of the Withlacoochee River, in a belt some forty miles long and six to eight miles wide. The bed is usually about thirty feet thick, occasionally exposed, but oftener ten to fifteen feet below the surface. It is apparently an island of exceptionally rich quality, formed by some unknown geological alchemy in the vast area of phosphatic rock that underlies the whole peninsula of Florida. That other similar specimens may be found is probable, and indeed the experimental borings already made have brought to light many minerals, of great interest to the geologist if not of unsuspected commercial value.

Aside from the interest of the phosphate works, the visitor will find the vicinity of Dunnellon healthful and attractive. Blue Spring and its outlet (see Route 153) are beautiful beyond description. The Withlacoochee affords good fishing, and along its banks is game in abundance. Oarsmen will do well to remember that the current is swift and strong, and that an hour's drift down stream means three hours of hard work on the return. It is however a pleasant trip to the mouth of the river, 15 miles distant. A steam launch is best, considering the return up stream, but arrangements can often be made to row down in a small boat and return on a river steamer.

The Withlacoochee is remarkable in that its general course is northerly, like that of the St. John's on the Atlantic coast. These are the only two Florida streams of any con-

siderable size that, with their tributaries, run northward, while between them is the Kissimmee, running almost due south.

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185. Lake Weir, Marion County.

Lat. 28° 58′ N.—Long. 81° 50′ W.
HOTELS.—*Chautauqua House*, Lake Weir, $2 a day, $25 a month; *Lake Side Hotel*, South Lake Weir.
RAILROADS.—The Florida Southern; south to Leesburg; north to Ocala. The F. C. & P. Ry. passes 3 miles west of the lake.

Lake Weir is nearly round, and about three miles in diameter. This makes no account of two large bays at the western end, which increase the total length to 5 miles (N.W. and S.E.), and give it a total area of about 6,400 acres. From the shores the land rises into bluffs, often forty or fifty feet high, which are largely occupied as villa sites by winter residents from the North, as well as by permanent settlers whose orange-groves stretch back to the border of the pine forest. An excellent road makes the circuit of the lake, a drive of twenty miles, which can easily be covered in three hours. The hotels are well supplied with steam-launches and sail-boats, which are for hire at reasonable rates. The lake is deep, with clear water and a sandy bottom, and well stocked with fish. In the vicinity are seven post-offices, among which it is desirable to distinguish if letters are expected. *Lake Weir P. O.* is at the north side of the Lake. Here are the "Chautauqua" grounds, with a lecture hall, Hood's Seminary, and stores. Two miles east is *Ocklawaha Station P. O.*, through which runs the road from Lake Weir to *Moss Bluff* on the Ocklawaha River (3 miles). Three miles south is *Eastlake P. O.* Two miles south is *Staunton P. O.* One and a half mile farther south is *Foster Park P. O.*, and south of this again, *South Lake Weir P. O.*

In the southwestern part of the lake, nearly completing the circuit of the shores, are four islands, two of them of considerable size and under cultivation. West of these islands are the broad bays above referred to, and at frequent intervals along the shores of lake and bays are charming country seats and rich plantations. Between the larger lake and the Ockla-

waha, on a strip of land some four miles wide and six miles long, are thirty or more small lakes and ponds, offering a pleasing variety to sportsmen who love an all-day tramp with rod or gun.

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190. Leesburg, Lake County (C. H.).

Population, 1890, 1,200.

Lat. 28° 45′ N.—Long. 81° 53′ W.

HOTELS.—*Union, Central, Lake City, Leesburg*, $2 a day; $8 to $10 a week.

RAILROADS.— Florida Central & Peninsula, to Ocala, Jacksonville, Tavares, etc. Florida Southern to Jacksonville. Brooksville, Punta Gorda, etc.

STEAMBOATS daily to all points on the lakes; weekly down the Ocklawaha River.

Saddle horses, 25c. an hour, $2 a day. Single team, 50c. an hour, $3 a day; double team, 75c. an hour; $4.50 a day.

Row-boats, 50c. a day. Sail-boats, 50c, an hour; $5 a day.

Guides for hunting and fishing. Special terms are made according to extent of trip.

Leesburg was practically built up around the County Court House which was placed here in 1868, as a compromise between the claims of adjacent towns. There were only two or three settlers' cabins on the isthmus at the time, and for several years progress was almost imperceptible. In 1885 the first railroad came, followed in 1887 by others, and since then its growth has been very rapid.

The Central Lake region of Florida includes Lakes Apopka (73 sq. miles), Harris (28 sq. miles), Griffin (15 sq. miles), Eustis (13 sq. miles), Dora (9 sq. miles), Little Lake Harris (8 sq. miles), Yale (8 sq. miles). Lakes Harris, Griffin, and Eustis (see map, page 46) are close together, with Leesburg on a neck of land between Griffin and Harris. Lake Apopka, the largest of the group, is 4 miles southeast of Lake Harris. Besides these larger lakes there are numerous smaller ones in the immediate vicinity. The country surrounding Leesburg is in the main rolling pine land interspersed with hammocks. Bold bluffs are of frequent occurrence along the lake shores, some of them still covered with the native forest, others showing the regular dark-green rows of orange-groves. In the immediate vicinity of Lees-

burg there is a considerable extent of cleared land devoted to the various garden crops as well as to oranges, lemons, limes, and the like.

Five miles northwest of Leesburg, near the shore of Lake Griffin, is Fruitland Park, where one of the most successful of the English colonies is established. It numbers now nearly 100 members, has a club, and is already an attractive place for young Englishmen who find no satisfactory opening at home. Full information may be obtained from Stapylton & Co., Fruitland Park Colony, Polk County, Florida.

Excursions by boat on the lakes are among the attractions of Leesburg, and the railroad facilities are such that many interesting localities as, for instance, Lake Apopka, Lake Weir, Lake Eustis, Mount Dora, and Fort Mason, may be easily reached. By consulting the local time-tables returning trains may be met at some other station. Thus one may take the early train to Tavares, hire a boat, spend the day in sailing and fishing, and catch the Leesburg train at Fort Mason. Fairly good roads follow the shores of all the lakes, as nearly as the conformation of the land permits. It is an all-day ride or drive around any one of these lakes, and somewhat monotonous withal, but there are fine forests—pine and hardwood, occasional clearings or outlooks over the lake, and with proper provision for a midday picnic such a trip may be very enjoyable.

All, or nearly all, the lakes in this vicinity are of clear pure water with sandy bottoms, and are well stocked with the usual fresh-water varieties of fish. Alligators, while not so abundant as formerly, may be seen sunning themselves any warm day along the lake shores, and water-fowl are plenty in the season, though always wild.

Lake Apopka, the second largest in the State, is 18 miles long and 11 miles wide. It may be reached from Leesburg by rail to Apopka station or through a canal from Lake Harris.

Dade's Massacre.

The first active outbreak of the Seminole war was on November 26, 1835, when a friendly chief, Charley Emathla, was killed near Micanopy at the instance of Osceola, leader of the hostile party. Thereupon he began a series of attacks upon solitary settlements, culminating in the assassination of General Thompson and his companions near Fort King, and the annihilation of Major Dade's command in the Wahoo Swamp. Dade left Fort Brooke, on Tampa Bay, December 24, 1835, with reinforcements for Fort King, near Ocala. The old military road ran a little north of east, crossing both branches of the Withlacoochee, and skirting the edge of the extensive swamps surrounding the forks of the river, a favorite retreat of the Indians when hard pressed. The command consisted of Captain Gardner's company of the Second Artillery, and Captain Frazer's, of the Third Infantry, 110 strong all told. It was not known to the officers that hostilities had actually begun at the north, and no precautions were taken to guard against ambuscade beyond marching with loaded pieces. At ten o'clock on the morning of December 28th, the command was passing through the pines and scrub palmetto, with a savanna of tall grass on the right, close to the road. From a dense growth of palmettos a withering fire was delivered by a large party of concealed Indians, at a distance of 50 or 60 yards. Major Dade was killed at the first fire, and although the column was temporarily thrown into confusion, the men at once rallied and cleared the palmettos with their bayonets, routing the Indians for a time. Captain Gardner, now in command, took advantage of the moment's respite to drag a few logs together, forming a low, triangular breastwork, and behind this every man lay down, loading and firing as best he could till killed or disabled. There they all lay when a searching expedition reached the place, six weeks later, every man in his place, and most of them with their cartridge-boxes empty. One private soldier, Thomas by name, who was wounded at the first fire, concealed himself in the scrub and reached Fort Brooke the next day. Two others,

severely wounded, were overlooked in the final massacre and dragged themselves sixty-five miles through the woods, reaching the fort two or three days later. Their accounts agreed with those of a chief subsequently captured, to the effect that nearly half the detachment fell at the first fire. The dead numbered 8 officers, 97 non-commissioned officers and privates, and 2 civilians, 107 in all; 3 men barely escaping with their lives.

So completely did the Indians overrun the country after this that, although their main body of warriors was badly punished by General Clinch, just below the forks of the Withlacoochee, on December 31st, the news of the massacre was not known at Fort King till February. The garrison at Fort Brooke was not strong enough to venture out, and it was not till early in that month that General Clinch was sufficiently reinforced to resume the offensive. On the 20th he visited the scene of the massacre and buried the remains of the victims, most of whom lay where they had fallen. In 1842 these were disinterred and removed to the military burial-ground at St. Augustine. Francis Langdon Dade was a Virginian, Brevet Major of the Fourth Infantry. He was in command of the fated detachment because he had volunteered to take the place of Captain Gardner, whose wife was dangerously ill at Fort Brooke. Mrs. Gardner, however, was sent to Key West, and her husband hastened after his company in time to resume his place at its head and die with the rest.

The scene of this massacre is about 4 miles north of Dragem Junction, at the crossing of the F. C. & P. and the F. S. Railroads. (See crossed sabres on map, page 86.)

Sub-tropical Florida.

South of Latitude 27 N.

WHEREVER the cocoa-palm will grow and bear fruit perennially for a generation or two, the conditions may be said to be sub-tropical. In Florida the northern limit may be placed at Jupiter Inlet for the Atlantic Coast, and at Charlotte Harbor for the Gulf. In other words, sub-tropical Florida is that portion of the peninsula that lies south of the 27th parallel. This includes Lake Worth and the Charlotte Harbor region, which have been described respectively under Parts I. and II. of the Handbook.

At present, Biscayne Bay and the Florida Keys are practically the only inhabited and accessible portion of sub-tropical Florida. The rest is a wilderness, with here and there a hunter's cabin or an Indian camp. By far the greater part of the mainland is uninhabitable, and many of the Keys are awash when there is a high spring tide, or a strong wind setting shoreward. Others of them, however, are 8 or 10 feet above high-water mark, and are capable of cultivation, making delightful sites for winter residences, well south of the frost line, and readily accessible. The mainland abounds with springs and streams of fresh water, most of it more or less impregnated with lime. The water of Okeechobee and the Everglades is drinkable, as are also the streams that flow therefrom. Almost anywhere in this region fresh water may be obtained, by drilling into the soft calcareous rock to a depth of 15 or 20 feet, sinking a pipe therein and fitting a pump on top. The water is at first impregnated with lime, but this largely disappears with use. On most of the Keys, rain water or distilled water is preferred for drinking.

Signal service observations at Key West, since 1870, give mean temperature as follows : Spring, 76.9° ; summer, 83.8° ; autumn, 78.8° ; winter, 68.3°. These were noted early in the morning, in mid-afternoon, and at eleven o'clock at night. The average rainfall for the same period was : Spring, 6.10

inches; summer, 13.47 inches; autumn, 14.80 inches; winter, 5.94 inches. The highest recorded temperature was 97° (June, 1880), and the lowest was 44° (December, 1878).

At the recently established signal station at Jupiter, near the northern limit of the sub-tropical region, the averages thus far stand as follows: Spring, 72.4°; summer, 80°; autumn, 75.7°; winter, 69.4°. Annual mean, 73.9°.

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200. Biscayne Bay, Dade County.

Lat. 25° 25′ to 25° 56′ N.—Long. 80° 10′ W.
HOTEL.—*Bay View*, at Cocoanut Grove, $10 a week.
BOATS.—Good-sized sloop or yawl with two men, $50 a month. Sailboats $2 a day. Few good rowboats.
MEANS OF ACCESS.—Sailing vessels from Key West.

If natural advantages of climate, location, and surroundings are alone to be considered, Biscayne Bay may challenge comparison with any part of Florida. At present the only stated means of access is by way of Key West, whence mail boats sail once a week. The trip (about one hundred and fifty miles) may be made in a day, or it may take a week. This is the only nominally "regular" passenger traffic. A small steamer, the Iola, has been advertised to run from Key West to Miami, but no details of its actual service are at hand. It is understood that the Key West and Havana steamers from New York will land freight and passengers at Cape Florida as soon as paying returns are assured.

The present inaccessibility of the bay excludes it from the list of popular resorts, and its beauties and attractions are known only to a few appreciative yachtsmen, hunters, fishermen, and winter residents.

Lying along the southeastern curve of the great peninsula, it is on the very edge of the Gulf Stream, and separated from it only by a slender line of coral reefs and islands. The trade wind blowing from the ocean keeps the day temperature in fair weather at an average of about 73° F. The habitable part of the mainland is a ridge of coralline rock, often not more than four or five miles wide, that separates the bay from the everglades.

Through this ridge, at several different points, streams of wonderful beauty have cut channels through the rock, and all along shore there are boiling springs of greater or less energy, yielding pure, soft water in unfailing abundance. The bay itself is about forty miles long by six miles wide. It is separated from the ocean by a long peninsula that reaches southward from the mainland until the sea breaks through at Norris Cut and Bear Cut, forming Virginia Key and Key Biscayne. The southern extremity of the latter is known as Cape Florida, and is marked by a fine old light-house tower, and the ruins of the keeper's house. The light was discontinued on the completion of the Fowey Rocks light, six miles southeast. The premises, with their picturesque ruins, are now leased from the Government by the Biscayne Bay Yacht Club, whose headquarters are at Cocoanut Grove, just across the bay. South of this cape is the main opening between the bay and the ocean, a broad passage five miles wide, full of shifting sand-bars, but with several good channels, through which vessels of ten feet draught may pass at low water.

In the bay itself are, alternately, sand-bars and wide reaches of navigable water, rendering navigation difficult for all save sharpies and boats of very light draught. There is, however, deep water and a good anchorage just inside the cape, and ten feet draught may be carried through the mid-channels of the bay.

Cocoanut Grove (P.O.) is the most considerable settlement on the bay. Here is the only hotel south of Lake Worth, and here the Biscayne Bay Yacht Club has its headquarters. Several Northern yachtsmen spend the winter months in this delightful haven, where as good hunting and fishing is to be found as anywhere in Florida, and where the northers are tempered by the everglades on the one hand and the ocean on the other.

Miami (P.O.), lately the county seat, is at the mouth of Miami River, the site of old Fort Dallas, a considerable military post during the Seminole War. It was established in January, 1838, and abandoned June 10, 1858. The ruins of the old fort, with some of the barracks, still standing and

occupied as dwellings, are on the north side of the river. On the south side are several houses and a store, the latter being in effect an Indian trading station, where the Seminoles barter alligator hides from the Everglades, and dispose of such other trophies of their rifles as are not needed for home consumption. It is not uncommon to find two or three canoes moored at the wharf, with an indefinite number of squaws and papooses on board, and a supply of fresh meat in the shape of turtles, and a live pig or two. In the woods between Miami and Biscayne, specimens of the Royal Palm (*Oreodoxa Regia*) are found growing wild, and the curious "gumbo limbo," or West Indian birch (*Bursera gummifera*), is of frequent occurrence.

The Miami River.—For about four miles from the bay the stream is from 150 to 200 feet wide, and may be ascended by sailboats. It divides into the north and south forks about three miles from the mouth, both of them swift, clear streams. The north fork has impassable rapids, but the south fork can be ascended in small boats to its outlet from the Everglades, about six miles from the bay. The grasses and other aquatic plants that cover the bottom of the stream are wonderfully beautiful in their varied color and graceful movements as they are swayed to and fro by the clear rushing water. Sailing about the bay in any direction with a suitable shallow-draft boat is the perfection of smooth-water cruising. Among the points of especial interest are the following; distances are given from Cocoanut Grove.

Biscayne Bay House of Refuge (12 miles).—This station is situated on a lonely beach about seven miles north of Norris Cut. There is good shooting in the hammock and along the ridges at Bay Biscayne. Three miles south of the station is the Crocodile Pond, a small, land-locked pool midway between the bay and the ocean, which, for some reason, is the favorite resort of the crocodile (*Crocodilus Acutus, Floridiensis*), as distinguished from the common alligator of the fresh-water swamps. The principal difference is in the sharper nose, more formidable teeth, and fiercer disposition of the crocodile, and in the different articulation of his jaws, both of them being hinged, whereas in the case of the alligator

only the lower one is hinged. The alligator is rarely dangerous, but the crocodile, it is said, will attack a man if he thinks he has a reasonable chance of success. For this reason strangers are recommended to exercise some caution in visiting this pond.

Arch Creek (15 miles).—Near the head of the bay. A wonderfully beautiful stream, flowing in a strong, deep current through a wide tangle of mangroves near its mouth. Two miles up the stream divides. Follow north fork about one-half mile to cliffs. Here the stream has worn a passage through the coralline rock. Cliffs rise at times twenty feet or more above the water, draped with a luxuriant growth of vines, air-plants, mosses, wild figs, and a perplexing wealth of tropical vegetation. Three miles from its mouth the stream flows beneath a wide, low arch of rock, under which a boat may pass at ordinary stages of the water. Arch Creek may be ascended to the Everglades, two miles above the arch.

Bluff Rocks (3 miles).—This range of cliffs has not its like in Florida. Rising abruptly from the water's edge, midway between Cocoanut Grove and Miami, it is the most conspicuous natural landmark on the bay. The precipitous part of the bluff is a little more than one mile long, and at its highest about thirty feet above the water. Of course, this height would be insignificant in a hilly country, but in Florida it is sufficiently remarkable to be famous. The water is shallow at the foot of the rocks, but a landing may be effected in a small boat, and the cliffs can be climbed almost anywhere. Along the top of the cliff is a dense hammock growth, with wild groves of orange and lime trees, in full bearing. Here and there are ruins, apparently of civilized abodes, and at the foot of the cliff near by is the *Punch Bowl*, to which stone-cut steps lead, and which evidently furnished the water-supply for these forgotten first settlers. No record exists of Spanish occupation, but it seems most reasonable to suppose that there was here either a missionary station or a piratical retreat, and in either case Spaniards were probably responsible.

Soldier Key, *Elliott's Key*, and *Fowey Rocks Light* are all within easy sailing distance of Cocoanut Grove. On the first named are buildings originally erected by the workmen en-

gaged in constructing Fowey Rocks lighthouse. They have been transferred to the Fish Commission with a view to experimenting in sponge-culture. On *Elliott's Key* are fine plantations of pineapples, and inside this and the neighboring keys men are at work gathering and curing the sponges that grow in abundance in the waters of the bay. In sheltered positions at the different inlets or "cuts" where the tide runs strong are often seen square pens or "kraals," where the sponges are left for a time to be washed by the ebb and flow, and partially bleached by exposure to the sun.

Fowey Rocks Light (Lat. 25° 35′ 25″ N., Long. 80° 5′ 41″ W.) is a pyramidal iron structure standing in about five feet of water on the northern extremity of the dangerous Florida Reefs. The lantern is 111 feet above the sea-level, and shows a fixed white light visible 16½ nautical miles. The lighthouse was completed in 1878, and takes the place of the old tower on Cape Florida, the location being better for the purposes of navigation. Formerly these rocks were called the "Looe," probably a corruption of "Les Loups," the wolves, and tradition has it that a frigate was lost here in the early days. It is even said that under favorable conditions her submerged guns and some of her timbers can still be seen.

Walks, etc.—There are no roads in the vicinity of Biscayne Bay, save a few very rough cart-paths in the immediate vicinity of the settlements. The walking on the ridge separating the sea and Everglades is indescribably difficult and even dangerous, owing to the disintegrated rock that covers the surface. The stoutest of boots are needed for pedestrian excursions, and not even these will last long. The walk across the ridge to the Everglades and back is a hard day's work, and should be undertaken only by the strong and sure-footed. The beaches of Key Biscayne, Virginia Key, and of the peninsula to the northward afford good walking and are always interesting. So, too, are occasional stretches of beach on the mainland to the southward. On one of these, about six miles south of Cocoanut Grove, and about one-half mile north of Shoal Point, is a bed of singing sand that emits a musical note under foot.

Tarpon abound in Biscayne Bay, but have not at this writing been taken with the rod. The kingfish is taken by trolling or even with the rod just outside the reefs. Spanish mackerel, sea-trout, pompano, and the more common kinds of salt-water fish abound in the bay, while bass, bream, and the usual fresh-water varieties are caught in the various streams.

Water-fowl are for the most part very shy, as they are shot at all the way down the coast on their long journey from Labrador. They are abundant, however, and may be shot with due exercise of skill and patience. There are plenty of quail in the woods and prairies, but without dogs it is wellnigh impossible to find birds that fall in the scrub. Deer in considerable numbers find pasturage along the border of the prairies and everglades, but they are very shy and are persistently hunted by the Indians.

Yachtsmen intending to winter in these waters should not be misled by any preconceived ideas in favor of keel-boats; such craft are worse than useless. The sharpie, with not more than three feet draught of water, is the only boat suitable for pleasure-cruising about the Florida Reefs and adjacent inland waters.

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201. The Florida Reefs, Monroe County.

Between Lat. 24° 32′ 58″ and 25° 35′ 25″ N., and Long. 80′ 4′ 48″ and 81° 48′ 04″ W. See map of Monroe County.

Weekly mail and passenger schooners from Key West and Biscayne Bay will land passengers anywhere. Rise and fall of tides, where given, is from the Coast Survey tables, but must be taken with allowance for changes of wind, which often makes a difference of several feet.

Within a very few years after Columbus landed at San Salvador, the Florida Reefs began to levy tribute on European commerce. So intricate were their channels, and so powerful the sweep of currents, that the long line of coral islands, rocks, and reefs soon earned the name of "The Martyrs." They keep up their reputation fairly well to this day, notwithstanding the lighthouses and beacons that now mark the channel from Cape Florida to the Dry Tortugas.

The general formation of the reefs, as shown on the map, would seem at a superficial glance to indicate that they have

been formed by a powerful current sweeping southward through the straits. In reality, the current sets in the opposite direction, at a rate varying from two to five miles an hour, but it is none the less responsible for the formation of the reefs. The warm waters of the Mexican Gulf and of its outflow, the Gulf Stream, are highly favorable to the life and work of the "coral insect" and his lime-making co-laborers. Accordingly, after laying the foundation of the Florida Peninsula, they have by successive stages built the limestone dams that now confine Okeechobee and the Everglades, have gone far toward completing another similar concentric dam, represented at present by the long line of wooded keys, just off the coast, and have the groundwork of still another dyke well under way in the dangerous reefs that now fringe the edge of the Gulf Stream. The current is now so powerful that the present line of reefs is probably destined to be the last of the series.

"Coral Insect," by the way, is a grievous misnomer; for this tiny creature is a polyp, and the lime that he secretes forms part of his person—a kind of skeleton, as it were—which he outgrows and leaves behind him in the shape of solid carbonate of lime. His popular English name, however, is "coral insect," and such it will probably remain in spite of science, which classifies him as radiate, and divides the family into *Astræan Porites*, and *Mæandrinas* (different kinds of "brain corals"), and *Madrepores* (branch corals). All these, with numerous subdivisions, are found alive and busy along the reef. In former ages they were at work far to the north of their present habitat, but, perhaps largely as the result of their own labors, the conditions changed, the sea-sands were swept in, and living Florida corals are now found only at the edge of the Gulf Stream.

The coral maker and the mangrove are close allies in the work of continent building. The first, by some mysterious process, extracts lime from sea-water and covers the bed of the sea with a forest of branches in which all sorts of sea plants and creatures become entangled and die, and in the course of time are entombed in the solid lime. The work-

er stops building only when he reaches the sea-level (low-water mark), and then the ocean begins to pile up loose material, broken coral and the like, on the reef. Some day, when the wind is off shore, a little round, cigar-like stick, floating vertically, for it is ballasted at one end, drifts upon the shallows. Its weighted end finds lodgement as the tide falls. Before next high-water, it is fast anchored, the rootlets growing with surprising rapidity, and penetrating the crevices of the rich lime rock prepared by the coral makers. Other brown cigar-like sticks follow this pioneer, and in a few years the bare reef has become a mangrove key, collecting the flotsam and jetsam of the ocean to form habitable land. When the mangrove can no longer reach salt-water, it dies, decays, adds its quota to the rich top-dressing of the coral, and then the wind and the sea bring cocoanuts, pine-cones, acorns, and the like, and in a generation or two, the bare coral key is covered with a thriving hammock growth, and is ready for human habitation.

The late Professor Agassiz discredited the popular theory that the formation of Southern Florida is aided by slow geological upheavals. His strongest argument is that the highest levels of keys and main land are practically uniform, about twelve feet above the sea-level, closely corresponding to the height of hurricane waves; whereas, if geological upheaval had been at work, the inland reefs would be perceptibly higher than those of more recent formation. Such an exceptionally high coral ridge as the Bluff Rocks, on Biscayne Bay, are merely local, and can be reasonably accounted for as the result of an earthquake. The coral keys are always highest toward the sea, sloping away gradually toward the mainland.

Careful observations and measurements on submerged masonry at Fort Taylor (Key West), and at Fort Jefferson (Tortugas), indicate that solid coral forms at the rate of about six inches in a century. This rate, however, may be safely doubled in the case of exposed reefs, to allow for accumulations. As the present outer reef averages seventy feet in height, it should have been about 7,000 years in building, and each of the interior reefs, seven of which have been

traced between the shore bluffs and Lake Okeechobee, was probably nearly finished not far from the time when its nearest outer neighbor was begun. The rock of the oldest reefs that have been found is identical with the most recent, and on the above basis of calculation the ridge that encircles Okeechobee must have been begun at least 70,000 years ago, and the microscope proves that the builders and their methods were precisely the same then as now.

The animal life of the keys and adjacent waters is wonderfully prolific and interesting. Fish of all kinds abound, from the great Jewfish, bonita, kingfish, and the like, down to the delicate and beautiful angel-fish, and many-colored dwellers among the mangrove roots. Crustaceans are found in great variety, including "crayfish" as large as lobsters, but without the formidable "nippers." They are very abundant, and are excellent for the table. Sea-turtle are taken in large numbers; all kinds of water-fowl nest among the mangroves, and large game, bears, wild-cats, cougars, deer, and turkeys haunt the wooded keys.

There is deep, navigable water between the outer reef and the keys, and even to some extent between the keys and the mainland. Pilots, familiar with the ground can carry vessels of moderate draft through the inside passage, but for strangers or amateurs the only enjoyment lies in light-draft sharpies or similar craft, which can make a harbor behind almost any of the keys in heavy weather, or if stranded on a mud-flat by a change of wind, will rest comfortably on an even keel until floated off. These intricate channels and safe harbors among lofty mangroves were well known to the pirates and freebooters of the sixteenth, seventeenth, and even of the early nineteenth centuries. It is popularly supposed that their successors, the fishermen, spongers, and wreckers of to-day are pirates when they have the chance, but in reality, while there are desperate characters among them, they are upon the whole a benefit to commerce, often saving the cargoes of stranded ships, and sometimes even floating off the vessels themselves. No doubt they consider a wreck strictly from a business point of view, and claim full salvage, but they stand in wholesome fear of the revenue

service and are generally careful not to transgress their lawful rights.

Virginia Key and *Key Biscayne* separate Biscayne Bay from the ocean. They are covered with sea-sand, are overgrown with vegetation, and have lost their true character as coral keys. The southern end of Key Biscayne is Cape Florida. The abandoned lighthouse tower and a fine clump of cocoa-palms serve as landmarks (see Route 160).

Soldier Key, the northernmost of the true reef keys, is 4 miles due west from Fowey Rocks Light. On it are buildings erected for the workmen who built the light-tower, now turned over to the Fish Commission and in charge of Commodore Ralph Munro, of the Biscayne Bay Yacht Club, who is investigating the subject of sponge-culture with a view to increasing the production.

Fowey Rocks Light was established in 1878 to take the place of the discontinued light on Cape Florida. It stands in 5 feet of water on the northernmost knob of the Florida Reef. Lat. 25° 35′ 25″ N., Long. 80° 05′ 41″ W.

Ragged Keys.—Here begins the almost continuous line of more or less habitable islands that ends with Key West. The northernmost are at present insignificant clumps of young mangroves.

Sands Key is 1½ mile long, and three-fourths of a mile at its widest, counting a belt of mangroves.

Elliott's Key is nearly 8 miles long and one-half mile wide. There are several houses and large plantations of pineapples, also fishing and sponging stations. The greater part of the island is covered with a dense hammock, and the surface is rough and rocky, with a sand beach on the seaward side. On the bay side there is a wharf or landing stage with about 4 feet of water at low tide, and on the ocean side a similar landing with 6 feet of water.

Old Rhodes Key is the largest of a group of islands between Elliott's Key and Key Largo. Among them Cæsar's Creek makes through into Cards Sound—the southern extremity of Biscayne Bay—a shallow expanse with scattered keys, and not more than 3 or 4 feet of water at low tide.

Key Largo, as its name implies, is the largest of the reef

keys, 25 miles long and of undetermined width. The coast survey chart connects it with the mainland, but canoes and small craft can work their way through from Biscayne Bay and Cards Sound into Barnes Sound and the Bay of Florida. The passages are likely at any time to be overgrown by mangroves, since inhabitants are few and it is to no one's sufficient interest to keep a passage open.

Turtle Harbor.—Two beacons mark the entrance to this seemingly exposed, but really safe anchorage. The seaward beacon on Turtle Reef bears 4¾ nautical miles N. ¼ W. from Carysfort Reef Light. From Turtle Reef the shoreward beacon bears W. ½ N. distant one mile. The harbor itself is 5½ miles long, and more than a mile wide, with 4½ to 4 fathoms of water, and good holding ground almost anywhere. The only obstacle to entering is an island-like reef about ¾ of a mile within the beacons. The wider channel is to the eastward of this reef, which is well buoyed and plainly visible in clear weather. The harbor is effectually sheltered by the outlying reefs from all save the most violent hurricanes, which are of rare occurrence under such conditions as would render this anchorage unsafe.

Carysfort Reef Light is a pyramidal iron structure, painted dark brown, with a white lantern 106 feet above the sea. It shows a white flash every 30 seconds, visible 16 nautical miles at sea. The light was established in 1852. It stands on a pile foundation close to the seaward edge of the reef, in Lat. 25° 13′ 18″ N., Long. 80° 12′ 34″ W. This tower was seized by the Secessionists in 1861, and the light for a time discontinued.

The Matecombe Keys, Upper and Lower, are both inhabited, and there are abundant natural wells on the upper or eastern key. These have been used by mariners time out of mind, and before that by the Indians. Both these islands were once, and are still to some extent, covered with a fine hammock growth, showing that they have been longer above water than their neighbors.

Indian Key.—A small island just off the passage between Upper and Lower Matecombe Keys. It is conspicuous owing to a number of large warehouses and other buildings that can

be seen from a considerable distance. In the early days the crew of a French ship that was wrecked near by, landed on the key and were massacred by the Caloosa Indians. Owing to its position, midway between Cape Florida and Key West, it became important as a wrecking station. A Mr. Housman established a store, built a hotel as early as 1837, and the place became quite a resort for invalids. The Government, too, used it as a depot during the Seminole wars, but never kept a guard there, as the neighboring Indians were considered friendly. During the night of August 7, 1840, however, a band of Spanish Indians made a descent upon the little settlement. Among the residents was Dr. Perine, a distinguished naturalist of the time, stationed here for purposes of scientific observation. Mrs. Perine and her three children took refuge in a tidal bath-room that had been excavated under the house, but the doctor after thus concealing his family was murdered by the savages, and the house was burned with the valuable library and the owner's manuscripts. The mother and children made their escape by breaking out through the barred sluiceway and succeeded in reaching a schooner anchored off shore. The Indians did not seem to be bent upon a general massacre, for they suffered others to escape, and the arrival of the U. S. schooner Flirt put an end to further depredations.

Long Key, 3 miles S.W. from Lower Matecumbe, is the property of Mr. Thomas A. Hine, of New York. It is about 3 miles long, and is largely occupied by cocoa-palms in bearing. Evidence of occupation by long-forgotten Europeans is found in stone walls and other relics of civilized handiwork.

Alligator Reef Light bears E.S.E. from Indian Key, distant $4\frac{1}{2}$ miles. It stands in Lat. 24° 51′ N., Long. 80° 37′ W. The light is visible 18 nautical miles at sea, showing red and white flashes (every third flash *red*), at intervals of 5 seconds, from a height of 143 feet above the sea level. The mean rise and fall of the tide at this point is 1 foot 8 inches. The tower is a white skeleton frame-work on a black pile foundation in 5 feet of water, and within 200 yards of deep soundings. Established in 1873.

Sombrero Key is on the line of the outer reef, and rather more advanced in formation than most of its fellows. The present iron light-tower was erected here in 1857; was seized and forcibly discontinued by the Confederates in 1861, and re-established, with an armed guard in charge, in 1863. It stands in Lat. 24° 37′ N., Long. 81° 06′ W., showing a fixed white light at a height of 144 feet, visible 18 nautical miles at sea.

The Vaccas Keys bear nearly due north from Sombrero, the nearest distant five miles. They are a dozen or more in number, of all shapes and sizes, many of them well wooded with pine and hammock growths. The group is 15 miles long, with shallow intersecting channels.

Bahia Honda Harbor, between a key of that name and the Summerland Keys, is 10 nautical miles W. by N. from Sombrero Light. There is fairly good holding ground and shelter here for vessels drawing under 18 feet. Smaller vessels can run in through the pass, and find safe harbor behind the keys. Another similar anchorage is Newfound Harbor, 9 miles west of Bahia Honda.

Pine Keys.—Ten miles west of Sombrero the bearing of the keys changes. Instead of lying parallel with the axis of the Gulf Stream they are almost at right angles to it. The larger members of the group are some 8 miles long. For the most part they are uninhabited, densely wooded, and well stocked with game. The group includes a number of islands, large and small, too many to be named here, and marks the western limit of the Bay of Florida, lying between Cape Sable and the Keys. The Bay of Florida is shallow, dotted with uncharted reefs and keys, and liable to turn unexpectedly into an extensive mud-flat with a change of wind. A few thousand years, more or less, will, no doubt, see it converted into everglades.

American Shoal Light, established in 1880, is a brown pyramidal iron tower, 115½ feet high over all, showing a white flash every 5 seconds, visible 16¼ nautical miles at sea. Its position is Lat. 24° 31′ N., Long. 81° 31′ W.

Sand Key Light shows white, varied by white flashes. It is 7½ miles nearly S.W. from Key West light. The tower is

121 feet over all, a pyramidal iron structure, painted brown. Lat. 24° 27′ 10″ N., Long. 81° 52′ 40″ W.

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202. Key West, Monroe County (C. H.).

Population, 1890, 17,720.
Lat. 24° 32′ 58″ N., Long. 81° 48′ 4″ more or less, according to wind.
Mean rise and fall of tide, 1 foot 3 inches, W.
HOTELS.—*Russell House*, $4 a day.—*Duval House*, Restaurant and rooms.
Carriages, $1 an hour.
STEAMERS, ETC.—Mallory line to New York, Plant Steamship Co. to Havana and Tampa, Morgan line to Punta Gorda and New Orleans.

Cayo Hueso (Bone Island) was the Spanish name, easily translated into Key West by English tongues. Tradition has it that the native tribes inhabiting the keys were gradually driven from one to another by the more powerful Caloosas from the neighboring mainland, until at last they were nearly exterminated in a final battle on Key West, and the few survivors escaped to Cuba. The abundance of human bones found when the island was first discovered suggested its name and gave color to the story. Relics of European occupation are found on this, as well as on some few of the neighboring keys—stone walls, remains of earthworks and the like, with indications that the island was well known to the pirates who frequented these waters during the eighteenth century, and had not wholly disappeared when Florida passed into the possession of the United States.

The island was granted to one Juan P. Salas by the Spanish crown, in recognition of military services and, the grant having been confirmed by the United States, it finally became the property of John Simonton, of Mobile, on payment of $2,000. During the Seminole war (1835–1842) there were occasional alarms, but the frequent presence of Government vessels and the use of the port as a supply station guaranteed it against attack. In 1846 the island was swept by a terrible hurricane, accompanied by an extraordinarily high tide, the sea rising some ten feet above its usual level. The war with Mexico (1846–1848) brought Key West still more into prominence as an important military and naval station, and

permanent fortifications and other works were begun which largely increased the prosperity of the place. When Florida seceded from the Union in 1861, the local Secessionists attempted to seize the place on behalf of the Confederacy, Major, afterward General William H. French, of the First Artillery, was in command at Fort Taylor. The citizens were by no means unanimous in their sentiments, and Major French, who had a few regulars under him, organized the workmen employed on the fort, accepted the services of a company of citizen volunteers, and defied the Secessionists until reinforcements arrived. Throughout the Civil War Key West was an important military and naval station. Extensive fortifications were begun in addition to those already under way at Fort Taylor, but none of them were ever completed.

Until 1869 the local population was insignificant, but the attempted revolution in Cuba caused a migration that soon made it a busy manufacturing place. In March, 1886, the city was nearly swept away by a fire that lasted two days and destroyed property to the value of near two millions.

The chief commercial interests of Key West are in cigars, fisheries, turtles, and sponges. The cigar-making business dates back to 1831, but it made slow progress until 1872, when the influx of Cuban refugees stimulated the production to an enormous extent, and at present more than $3,000,000 are annually paid out to cigar-makers. About 6,000 persons are employed in the manufacture, at wages ranging from $3 a week for children to $60 a week for experts. A visit to any of the large factories when running full time is well worth the trouble, though not precisely appetizing to cigar-smokers of fastidious taste. Sponges of fine quality are taken all along the reefs, and far up the Gulf coast, Key West being the central market and shipping point. A large fleet of spongers, mostly small schooners, is constantly coming and going. The sponges can be taken only in calm weather. They are detached from the rocky bottom with a fork at a depth of 5 feet to 20 feet, and semi-cured before packing for shipment. The appearance of the fresh sponge, just from its native element, is a surprise to the Northern

visitor. The sponge business of Key West amounts to nearly one million dollars a year. It is interesting to visit any of the several sponge lofts in the city, as well as to be present in the market and witness the selling at auction of fish, turtle, sponges, cocoanuts, and fruit. The market hours can be learned at the hotel, failing the criers who are sometimes sent out to announce a sale.

The island of Key West (see map of Monroe County, page 64) is 4½ miles long and 1 mile wide. It consists wholly of coralline rock, covered with soil resulting from the decay of vegetable and marine growth. The climate approaches more closely that of the tropics than any other part of the United States. Frost is unknown, and while the heat in summer rarely exceeds 90°, the lowest recorded temperature is 41°, observed in 1855, before the establishment of the U. S. Signal Service.

The objects of interest within the city and on the island are Fort Taylor with its half-ruined outworks. A permit is necessary, which can be obtained from the sergeant in charge, whose quarters are in a small house near the head of the foot-bridge that leads to the fort. From the parapet a fine view is obtained of the neighboring keys, and on a clear day the colors reflected from the submerged reefs and bars are very beautiful. Fort Taylor, begun in 1846, is a massive bastioned structure, built partly of coral quarried on the reef with walls of brick brought from the North. It was never actually finished, though fully garrisoned during the Civil War, and rendered capable of efficient defence in case of need. A fee, of not less than half a dollar, should be given to the sergeant—more in case of a large party. Midway of the seaward shore of the island, and at its eastern end, are two martello towers, erected in 1846 for defensive purposes, but now fallen to ruin, and sometimes used for stabling cattle and the like.

The Custom House, the Masonic Temple, San Carlos Hall, the Convent, the Government stores and wharves, and the old barracks are among the principal buildings. Tramways run through the principal streets, with cars generally at 10 minute intervals. Everywhere along the streets, and in the

gardens are bananas, palms, pawpaws, and scores of other tropical growths. Notable among these is the banyan-tree at the old U. S. barracks, which may be reached by following the water-front to the eastward about ¾ of a mile from the hotel. This is the only tree of the species growing out of doors in the United States. Very like it, however, is the wild fig, or native rubber-tree, common on all the keys and in the southern part of the peninsula. Three squares south of Russell House are some curious palms, well worth a visit. In one case a date palm and a wild fig have taken root in the same crevice, the fig entwining the palm in a network of vine-like growth. Both trees when last seen were vigorous, and neither showed signs of yielding to the other. Near by is another similar distorted growth, the palm bent far out of its natural shape by the contortions of the fig.

There are good roads the length of the island, but nothing of especial interest beyond the always changing aspects of sea and sky.

South Beach, the bathing-place of Key West, is easily reached by tramway or on foot, passing through the Cuban quarter of the town. It is not a very attractive bathing beach, nor are the bathing-houses what they should be. A better plan is to hire a boat and find some retired place beyond the city limits.

There is excellent water-fowl shooting on the neighboring keys, and on some of them deer are still to be found, while a trip to the mainland, where all sorts of game abounds, may be accomplished by any one who can devote a few days to the expedition. The countless mangrove islands in the vicinity afford an endless field of exploration, and very good sport may be had with a fish-spear, grains, or net among the mangrove roots, where all kinds of marine creatures seek a refuge. With a little practice the spearsman can walk upon the projecting roots, and watch for an opportunity to strike his game in the shoal water below. Some of the creatures that haunt these retreats should be handled cautiously if captured, as they bite very savagely and make troublesome wounds.

Northwest Passage Light.—This marks the northern ex-

tremity of the broad shoal lying west of the channel. It is a fixed white light throwing a red sector N.N.W. over the best water on the bar. The light is on a red and white screw-pile structure, 50 feet high, the light visible 12½ nautical miles. Through this channel pass nearly all vessels bound North and South to and from Europe, the West Indies, and the Gulf ports.

The Marquesas Group lies 17 nautical miles west from Key West. Northwest Channel and Boca Grande intervene, with extensive shoals between them, necessitating a wide detour. The main key is horseshoe shaped with the convex side toward the northeast. The open side is well-nigh closed with small islands and shoals. Within the curve is a shallow lagoon, practicable for boats drawing 5 feet. The keys are low, almost awash at high tide, and largely covered with mangroves. There is nothing of especial interest aside from the teeming life of air and sea. No fresh water is found on the Marquesas.

Rebecca Shoal is due west from Marquesas, about midway between that group and the Dry Tortugas. A light was established there in 1886, showing a red and white flash from a lantern surmounting a square dwelling 67 feet high. It is visible 13¾ nautical miles.

The Dry Tortugas, so called because of the abundance of sea-turtles and the dearth of fresh water, are 54 nautical miles nearly due west from Key West. The light on Logger-Head Key, the most westerly of the group, is in Lat. 24° 38′ N., Long. 82° 55′ 42″ W., a fixed white light, visible 18½ nautical miles at sea. It was established in 1858, while the neighboring fort was under construction. It is a conical brick tower, the upper half black, the lower half white, 155 feet high to the lantern. A fixed white light is shown on the S.E. bastion of the fort, at a height of 65 feet above the sea. It is visible 13½ nautical miles.

By far the most conspicuous object to the approaching voyager is Fort Jefferson, a massive fortification, built of brick, with the native coral rock for foundation. It was begun in 1846, and practically finished by the beginning of the Civil War, when it was armed, garrisoned, and largely used as a

military prison. It is in shape a great pentagon, with lofty casemated walls, enclosing a palm-shaded parade-ground. The broad moat is a veritable aquarium for its variety of marine life, sometimes including sharks and domesticated pelicans. At present the whole structure is falling into decay, because the Government has no use for it. The only inhabitants of the group are the army sergeant in charge, and the light-keepers on Logger-Head Key. There is a fine sheltered anchorage, with 6 and 7 fathoms of water under the guns of the fort, but it is visited only by spongers, fishermen, and wreckers, and by occasional Government supply-ships.

The conformation of the group of keys is almost identical with that of the Marquesas, though as it is not so far advanced, the horseshoe conformation is not yet so apparent. A visit to this remote coral reef, with its crumbling fortress and romantic though lonely surroundings, is most interesting. With a good sailing breeze, the voyage from Key West may be accomplished in six or eight hours, and a week may be passed very enjoyably in exploring the neighboring reefs.

West Florida.

The Suwannee River is the natural dividing line between the western and middle section of the State. It includes perhaps the most diversified and picturesque country in Florida—high rolling hills, well wooded, and rising, in the vicinity of Tallahassee, to an elevation of nearly 300 feet. Throughout this hill country are good roads, suitable for riding, driving, or walking. Frequent lakes and water-courses add to the beauty of the landscape, and some of the most remarkable springs and wells in the world are formed in the limestone and sandstone strata that underlie the whole country. A belt of low pine-land borders the Gulf of Mexico, with occasional swamps and savannas of great extent, through which many navigable streams find their way into the great sheltered bays and sounds that line the coast. Several fine harbors exist, as at Pensacola, St. Andrews' Bay, St. Joseph's Bay, Appalachicola, and Dog Island. In general, the coast is very sparsely inhabited, the bulk of the population lying along the line of the railroad which traverses the State from Fernandina and Jacksonville to Pensacola. (See State and County Maps.) Along this line are the best agricultural lands, the leading products being tobacco, long staple cotton, grapes, pears, and vegetables. Oranges, lemons, and figs thrive under proper care, but not so well as in more southern latitudes. Millions of feet of lumber are annually cut along the rivers, and floated down to tide-water, where the logs are made up into rafts and towed to Pensacola for shipment abroad. Other millions are stopped at the railroad crossings and used at home.

This section of Florida has not been so much a resort for Northern sportsmen as has the peninsula and its coasts, and the game has not been so mercilessly hunted. From any of the railway stations it is easy to reach unfrequented hunting-grounds, either by boat or by wagon road. Along the bays and inlets the shooting and fishing are of the best.

As compared with that of South Florida, the climate is

somewhat cooler. The average temperatures, as reported by the Weather Bureau at Pensacola, are as follows: Spring, 67.9; summer, 80.3; autumn, 69.5; winter, 56.0. The average rainfall for the same period was: Spring, 14.34 inches; summer, 22.53 inches; autumn, 15.52 inches; winter, 14.92 inches. The earliest killing frost reported at the same station was November 16, 1880, and the earliest frosts in 1879, 1883, and 1884 were, respectively, on December 26th, 16th, and 19th. A comparative table of clear and fair days in monthly averages will be found elsewhere.

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210. Jacksonville to River Junction.

By Florida Central & Peninsula Ry. (foot of Hogan St.) to River Junction, 208 miles. Running time, 8 h. 35 min. For stations, distances, and connections in detail, see maps and context of the following named counties, which are alphabetically arranged from page 1 to 102: Duval, Baker, Columbia, Suwannee, Madison, Jefferson, Leon, Gadsden. If it is desired to break the journey, good hotels will be found at *Lake City, Monticello, Lloyd, Tallahassee,* or *Quincy.*

The line of the Florida Central & Peninsula is nearly east and west, Jacksonville, Tallahassee, and Pensacola being so nearly in the same latitude that the difference is insignificant. The country is open and flat for some distance after leaving the outskirts of Jacksonville.

At *Marietta*, in February, 1864, a Confederate force under General Finnegan made a stand on its retreat from Jacksonville, but was driven out by the Federals.

Baldwin.—Crossing of the F. C. & P. Southern Division, north to Fernandina, south to Ocala, Tampa, Cedar Key, etc. This point was fortified by both sides, according to the changing fortunes of the Civil War. The remains of earthworks can still be seen along the railroad near the station. Three miles west of Baldwin is the Duval-Baker county line, near Deer Creek, a small stream, tributary to the St. Mary's River.

Macclenny. (See Route 211.)—A short distance west of the station the train crosses the South Prong of St. Mary's River, a fine rapid stream of coffee-colored water, flowing northward. On the east bank the Federal troops made a stand after their defeat at Olustee.

Olustee, the scene of a severe fight during the Civil War. (See Route 212.) Two miles west of the station the line crosses into Columbia County. (See map, page 17.)

Lake City, the county seat, almost hidden in fruit and shade trees, lies just south of the station. (See Route 213.) Here is the crossing of the Georgia Southern & Florida Railroad, north to Macon, Ga., south, to Palatka.

Welborn is the first station in Suwannee County—the boundary crossing the track a short distance east of the station. (See map, page 90.) *Live Oak*, the county seat, is a busy, thriving place at the junction of the Savannah, Florida & Western Ry.

At *Columbus* the railroad crosses the Suwannee River flowing south with a swift, strong current, between steep rocky banks. (See Route 111.) *Ellaville*, on the west bank, is in Madison County. (See map, page 57.) The river is navigable to this point at high water, but the usual steamboat landing is at Hudson, 12 miles below.

West of the river the country changes its character gradually, rising to hills that show a reddish soil where the fresh earth is exposed. *Madison*, the county seat, is pleasantly situated among fine forest trees. (See Route 215.) Six miles west of Greenville and three miles east of *Aucilla*, the line crosses the Ocilla or Aucilla River, a considerable stream, rising in Georgia in two branches, or prongs, which unite four miles above the railroad crossing, and about thirty miles from the Gulf. The stream is navigable for canoes, except where it breaks into rapids and where it becomes subterranean at *Natural Bridge*, 12 miles from its mouth. Interesting geological strata are exposed in the precipitous banks near the Natural Bridge.

Drifton.—Junction with branch, 4 miles north to *Monticello*, the county seat (Route 216), connecting there with the S. F. & W. for Thomasville, Ga. At *Lloyd* all trains stop for refreshments—dinner, 75c. at Whitfield House, near station. Lloyd is considered a very healthy locality. There is good hunting in the neighborhood. Hotel, *Echo Cottage*, one-quarter mile from station ($2 a day ; $10 a week). Two miles west of Lloyd is the county line. (For Leon County

map, distances, etc., see pp. 51–53.) The country becomes more and more hilly as the train nears Tallahassee, with frequent lakes, streams, and meadows, and now and then a glimpse of one of the remarkable "sinks" that occur in this region. A large tract lying on both sides of the railroad in this vicinity was granted to the Marquis of Lafayette in recognition of his services to the United States during the war for Independence.

Two miles west of Tallahassee, the Murat homestead, an unpretentious dwelling, may be seen a few hundred yards north of the track. Six miles farther west is the Ocklockony River (see p. 99), forming the Leon-Gadsden county line (see p. 31). The hill country continues, with fine clear streams and evidences of agricultural prosperity on every hand. *Quincy*, the county town, is well worth a visit. (See Route 223.)

Chattahoochee is at the edge of the hills bordering the Appalachicola bottom lands. (See Route 224.) If an all-night stop is necessary, the best available hotel will be found here.

River Junction.—The terminus of three railroads, namely, the Florida Central & Peninsula, east to Jacksonville (208 miles), the Louisville & Nashville (Pensacola Division), west to Pensacola (162 miles), and the Savannah, Florida & Western, which crosses the Georgia line 2 miles north of the station. Connections are made here with Appalachicola River steamers down-stream on Sunday, Monday, and Friday, P.M. Up-stream, Tuesday, Friday, and Sunday. Hours of arrival and departure are somewhat irregular, but, the state of the river permitting, approximate the arrival of trains.

Chattahoochee River, forming the eastern boundary of the county, finds its source among the mountains of Tennessee and South Carolina, and is navigable for vessels of 8 feet draught, 300 miles from the sea. *Flint River*, its principal tributary, is navigable to Bainbridge, 40 miles. Some 30 miles from its mouth it receives *Chipola River*, also navigable as far as a natural bridge a short distance above Marianna.

211. **Macclenny**, Baker County (C. H.).

HOTEL.—*The Macclenny House;* $2 a day.
RAILROAD.—The F. C. & P. Ry.; east, 28 miles to Jacksonville; west, 138 miles to Tallahassee; 180 miles to River Junction. (See map, page 6.)

As the county seat, and the centre of a fruit-growing and lumber region, this town is a place of considerable commercial activity. It is named after H. C. Macclenny, the founder of the place, and a large land-holder in the vicinity. Peaches, pears, cotton, and all kinds of vegetables are grown with great success in this neighborhood. The population is about 1,000, and there are good schools, including the St. James Academy. The county court-house is here.

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212. **Olustee**, Baker County.

(See crossed sabres, map, page 6.)

A village of about 400 inhabitants, mainly engaged in farming and in the large lumber mills near the outlet of Ocean Pond. The place is notable as the scene of the most considerable engagement that occurred in Florida during the Civil War.

The whole field of battle can be seen from the car windows as the train approaches Olustee Station, though the exact localities can be distinguished only by one who is familiar with them. About twenty minutes after passing *Sanderson*, an enclosure may be seen north of the track, where the Confederates buried the Federal dead after the fight. A little farther, and the blue waters of Ocean Pond, with white buildings and lumber mills on the shore, may be seen through the trees. A small creek, the outlet of the pond, nearly marks the line held by the Confederates, their left extending to the pond, where earthwork defences were hastily thrown up. Protracted rains had filled the lowlands with water, so that they were nearly impassable, and rendered the ordinary evolutions of foot-soldiers extremely difficult.

During the winter of 1863–64, the headquarters of the United States forces in the Department of the South were at Hilton Head, S. C., with General Quincy Adams Gilmore in command. In compliance with orders from Washington, a force of 10,000 men of the Tenth Army Corps was detached, early in February, to operate in Florida.

The plan was to make Jacksonville a base of operations, march westward along the railroad to Tallahassee, and open communication thence with St. Mark's, on the Gulf of Mexico. This would practically secure complete control of the peninsula, with a seaport at either end of the line. Jacksonville was held at the time by a force of Confederate States troops under General Joseph Finnegan. He had no adequate means, however, of dealing with the heavy ordnance carried by the Federal gun-boats, and prudently withdrew to a point near Marietta, seven miles from the river. He was obliged to destroy a large amount of stores to prevent capture by the Federal troops, and incidentally a number of buildings were burned at the same time.

The Confederates had hardly established themselves at Marietta when they were compelled again to retire in such haste that eight pieces of artillery, one hundred prisoners, and a considerable amount of stores fell into the hands of the Federal troops, and a river steamer with two hundred and seventy bales of cotton was only saved from capture by being burned.

General Finnegan retreated westward nearly as far as Lake City, closely followed by Federal horse under Colonel Guy V. Henry, of the First Massachusetts Cavalry, who appears to have conducted the scouting operations of the campaign with great vigor and good judgment.

The Federals advanced as far as Baldwin, then as now an important railway junction, and there intrenched themselves. Some of the old earthworks may still be seen from the windows of passing trains. Thus far, General Gilmore had accompanied the expedition to see it fairly under way; but he now turned it over to his second in command, Brigadier Truman Seymour, with orders to hold Jacksonville, Baldwin, and the South Prong of the St. Mary's River, twelve miles

farther west. Leaving the command thus advantageously posted, Gilmore returned to Hilton Head.

No sooner was he gone than Seymour, misled perhaps by the impunity with which Henry's light horse had scouted almost as far as Lake City, determined to advance on his own responsibility. He wrote Gilmore to this effect, and that officer promptly despatched orders countermanding the advance. The messenger, however, arrived just too late, Seymour, with about five thousand men, was already on the march.

In the meantime the Confederate department commander, General P. T. Beauregard, had been hurrying reinforcements to Finnegan, among them the veteran brigade of General Alfred Holt Colquitt. Finnegan's scouts kept him advised of Seymour's movements, and as soon as preparations for an advance were apparent he selected Olustee as the most defensible position within reach of Lake City. Seymour's line of march necessarily followed the railroad, which here crosses a swampy creek with a lake on one side and piney woods on the other. Finnegan was thus able to post his men so that, with the usual extemporized field defences, they were in quite a strong position.

At noon, on February 20, 1864, Seymour's advance neared Olustee. What with mud and water for miles along the flat woods beside the railroad, and the almost impassable palmetto scrub, the important duties of advanced skirmishers and flankers were either omitted altogether, or performed so superficially as to be ineffectual. At all events the Federals marched into a trap, and the first notice they had of the presence of the enemy was a scathing fire from an invisible foe that told heavily on the advance battalions. Colonel, afterward General, Joseph R. Hawley, was at the front with his own regiment, the Seventh Connecticut Volunteer Infantry, and but for the presence of these and other veteran troops under Colonels Henry, Barton, and Scammon, the disorder consequent upon such an unexpected attack must have been instantly overwhelming. A line was however formed with creditable expedition, and a spirited fire was returned. The Confederates had every advantage of position,

and fired practically from the shelter of an ambuscade. The Federals nevertheless maintained the offensive, bringing up Hamilton's battery of light artillery, and feeling out the enemy's position.

By mid-afternoon General Seymour succeeded in deploying his line, but on advancing the men found themselves confronted by an impassable morass. Regiment after regiment moved forward, exhausted its ammunition against the deadly screen of pine and palmetto, and fell back, leaving a heavy percentage of dead and dying. Hamilton's battery of light artillery was pushed forward into an advanced position, and in twenty minutes all but ten of its fifty horses were killed or disabled, and of the eighty-two men who went into action only thirty-seven were able to help drag some of the guns to the rear.

Toward the latter part of the afternoon the Confederates assumed the offensive, and a regiment under Colonel Zachery broke the Federal centre. Just at this time the reserve of colored troops, consisting of the Fifty-fourth Massachusetts and the First North Carolina, came up and made a stubborn stand. The North Carolina regiment lost its Colonel, Lieutenant-Colonel, Major, and Adjutant, and the Confederate advance was checked long enough for Seymour to collect the remnants of his command, and organize an orderly retreat.

As soon indeed as the Confederates became the aggressors the conditions were reversed, and the natural difficulties of the country told in favor of the retreating Federals. The pursuit was kept up till dark, but it was merely a skirmish in retreat, and Seymour was able, before permitting a halt, to gain the east bank of the St. Mary's River, a position of at least temporary security. The Confederates, besides gaining the day, captured 500 prisoners, 5 guns, 2 stand of colors, and 2,000 small-arms. The Federal loss in killed, wounded, and missing was 1,828 men, and that of the Confederates 934, figures which prove beyond dispute the obstinate courage with which the fight was maintained on both sides. Considering the numbers engaged, this action was one of the most important south of Virginia. It defeated a well-laid

scheme for wresting from the Confederates, at one blow, almost the whole State of Florida, which, once secured, could have been held with comparatively little trouble.

General Seymour's hasty change of plans, involving a long march through an unknown and exceedingly difficult country, has never been satisfactorily accounted for. His personal gallantry, however, has never been questioned. During the action he did all that reckless daring could suggest to retrieve the disaster that his own rashness had provoked, and his military record, both before and after the fatal day at Olustee, is highly creditable.

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213. Lake City, Baker County (C. H.).

Population, 1,800.
HOTELS.—*Central House*, $2 a day; *The Inn*, $2 a day.
RAILROADS.—Florida Cent. & Peninsula Ry.; east to Jacksonville (60 miles); west to Tallahassee (106 miles). Ga. Southern Rd.; north to Macon, Ga. (210 miles); south, to Palatka (75 miles).
LIVERY.—Single team, 75c. an hour; $2.50 a day.

Lake City takes its name from nearly a score of small lakes and ponds that surround it, fed by twice as many springs which bubble up through the sandy soil. To a stranger the trees are the most conspicuous feature of Lake City. They fairly embower the whole place and effectually screen it from the publicity of passing trains. As the site of the State Agricultural College and the United States Experiment Station, it is evidently considered by experts as fairly typical in soil and climate of this section of the State. The first settlement was in 1820. In 1837 it became a military post, and until 1859 was called "Alligator," after a famous Seminole chief. It is the shipping point for a region especially favorable to the cultivation of Sea Island or long staple cotton, and warehouses have been established here by some of the great Northern cotton factors. The experimental gardens are well worth visiting, and a drive in the vicinity will afford an intending settler an excellent idea of the capabilities of this section of the State.

White Sulphur Springs, on Suwannee River, twelve miles N.W., may be reached by rail or wagon road. It is a beauti-

ful place, and was a fashionable resort before the Civil War. There is good fishing in the surrounding lakes. Lake City has Episcopal, Presbyterian, Catholic, Methodist, and Baptist churches, and excellent public and private schools.

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214. Live Oak, Suwannee County (C. H.).

Population, 1,000.
HOTELS.—*Ethel House*, *Live Oak Hotel*, $2 to $2.50 a day.
RAILROAD.—Florida Central & Peninsula; east, to Jacksonville (82 miles); west, to Tallahassee (84 miles), etc.

A thriving place, with large lumber interests, nearly in the centre of a rich agricultural county, which grows a large amount of long staple-cotton, vegetables, and farm products.

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215. Madison, Madison County (C. H.).

Population, 1,200.
HOTEL.—*The Central Park Hotel*, $3 a day.
RAILROAD.—The F. C. & P.; east, to Jacksonville (110 miles); west, to Tallahassee (56 miles), etc.

Madison stands on a considerable elevation, with streets pleasantly shaded by forest trees, and all conveniences in the way of shipping facilities, telegraph, express, and banking offices, and good general stores. The surrounding country is very productive. Cotton, corn, hay, vegetables, and fruits are grown in large quantities, and Northern thread factories have here their agents and warehouses for the purchase and storage of long staple cotton. Fairly good roads lead north into Georgia, and south into Taylor County. The town was settled about 1830. It has a handsome courthouse, several churches, and good public and private schools.

216. Monticello, Jefferson County (C. H.).

Population, 1,700.
HOTELS.—*St. Elmo*, $4 a day; *Madden House*, $2; *Partridge House*, $2.
RAILROADS.—The S. F. & W.; north, to Thomasville, Ga. (24 miles); F. C. & P.; east, to Jacksonville (143 miles); west, to Tallahassee (23 miles), etc. Stations separate, but near each other.

The main business of Monticello, aside from that connected with the county offices, is the shipment of cotton, corn, oats, tobacco, leconte pears, pecan nuts, and general produce in the way of vegetables, etc. There are Methodist, Baptist, Episcopalian, and Presbyterian churches, with public and private schools. The town is laid out in blocks 200 feet square, with streets 100 feet wide between them, shaded by superb trees, and often bordered by gardens where roses bloom the year round, and old-fashioned Southern mansions stand among oaks and magnolias. In some cases smart new houses and stores have pushed in among their seniors, asserting the changed condition of life in the old county capital.

The following weights and dimensions of vegetables grown in this vicinity are vouched for on good authority: a short beet 31 inches in girth; a flat turnip 11 inches in diameter; a radish 27 inches long and 18 inches in circumference, weighing 6¼ pounds; a globe turnip weighing without top or tap-root 11 pounds 6 ounces; and a water-melon, perfect to the centre, weighing 54 pounds.

Miccosukie Lake, 3 miles north of Monticello, and 19 miles northeast of Tallahassee, is about 15 miles long, and in the widest part some 4 miles across. The principal tributaries are *Ward's Creek*, rising in Thomas County, Ga., and *Dry Creek*, flowing from the westward. Half a mile from the mouth of Dry Creek, which is known as the head of the lake, is a circular basin nearly or quite 100 feet deep toward the southern shore, but shallow toward the north. A superb growth of hard wood timber nearly surrounds this basin. Here may be seen the different varieties of oak, hickory, beech, wild cherry, mock orange, red bay, and magnolia, often loaded down with enormous grapevines, clematis, yellow jasmine, and woodbine. Beneath and cover-

ing the ground are countless shrubs, some of them flowering, and others merely a tangle of luxuriant vegetation. It were hard to find a better place than this to study the flora peculiar to this part of Florida, and the location is peculiarly attractive from the fact that the land rises boldly to a considerable height, commanding a view of several miles down the lake to where the shores curve to the eastward, and gradually converge until the lake becomes a creek, and after the manner of streams in this region, plunges bodily into the earth and is lost to sight. Within a mile or two of this sink are several others. Long Pond Sink, with a current from west southwest, Black Creek Sink, with a current from south southwest, Bailey's Mill Creek Sink, with a current from east southeast. (The bearings are on the authority of Dr. F. A. Byrd, of Miccosukie.) The conformation of the land induces the belief that these sinks unite to form a subterranean river, flowing southwesterly until it breaks forth again in the St. Mark's River.

Other smaller lakes are Erie, Olive, Bradford, Hall, and there are numberless and nameless ponds, all abounding with fish. The woods and valleys are well watered with clear streams, usually of excellent water.

220. Tallahassee.

Population, 2,933.—Lat. 30° 27′ N., Long. 84° 18′ W.
HOTELS.—*Leon Hotel*, $4 a day; *St. James Hotel*, $2.50 to $3.
RAILROADS.—The F. C. & P. (Western Division); east to Jacksonville (166 miles); west to River Junction (42 miles), connecting there with Louisville & Nashville Rd. (Pensacola Division) and Appalachicola River Steamers. St. Mark's Branch (F. C. & P.) to St. Mark's, 21 miles south.
CHURCHES AND SCHOOLS.—*Episcopal, Catholic, Presbyterian, Baptist, Methodist, State Normal School, Lincoln Academy.*
BANKERS.—B. C. Lewis & Sons.
LIVERY.—Saddle Horses, 30c. to 50c. an hour; $1.50 a day. Single team, $3 a day. Double team, $5 a day. Fare from station 25c.

Whether seen from a distance or near at hand, Tallahassee cannot fail to impress the traveller with the beauty of its situation. The town, with its wide, shaded streets, quite covers the crest of a noble hill that rises nearly 300 feet above the sea level, and every street-opening commands an extensive view over similar hills, and out across the flatwoods to the southward, bordering the Gulf Coast.

The name Tallahassee, usually translated "old field," apparently conveys to the Seminole the idea that we associate with "ancestral acres." It is applied to any land formerly occupied by the tribe as a permanent home. The Spaniards established a fortified camp on a hill to the westward of the town, probably during a war with the Apalaches in 1638. The place is now occupied by a handsome old plantation house, and is known as the Fort St. Luis Place. A piece of armor found there is preserved in the State public library, Tallahassee.

The local Indians were driven out early in the first Seminole War (1818), and settlers from North Carolina, Virginia, and Georgia, practically took possession of Tallahassee hill before the treaty of cession was confirmed. In 1823 it was made the territorial capital, and naturally became the State capital when Florida was admitted to the Union in 1845. The Indian wars left it practically unmolested, and it became famous during the peaceful, prosperous years that followed as a centre of a society that held itself socially and intellectually best in the aristocracy of Southern planters. Its delightful climate and beautiful surroundings attracted wealthy residents from all over the South, and at *Bellair*,

6 miles distant, was a sort of rural annex to the more elaborate life of the State capital. An Ordinance of Secession was passed January 10, 1861, and most of the men enlisted in the Confederate service. Enough were left, however, to repel an ill-advised attempt on the part of the Federals by way of St. Mark's. (Route 212.) Civil war dealt leniently with Tallahassee, and it was not occupied by United States troops, save as a precautionary measure, after hostilities ended.

During early spring Tallahassee becomes a veritable bower of roses. The old mansions that line its streets, some of them good specimens of what is termed colonial architecture, stand, as a rule, in the midst of lovely gardens, often in a tangle of flowers and vines, shaded by stately oaks, magnolias, and bays.

The *State House* is at the brow of the hill near the south end of Main Street. It is an imposing old structure of brick and stucco, with a stately portico and a general air of dilapidation. It stands in a noble grove of trees, and from the roof a wide view opens over the surrounding country. The roof is rather difficult of access, but practically the same view can be obtained from the cupola of the court-house near at hand. Some interesting war relics are to be seen within the building. The original Ordinance of Secession is in the Governor's room, a number of tattered Confederate battle-flags in the Adjutant-General's office, and interesting maps and records in their proper departments. In the Capitol grounds stand several monuments with commemorative inscriptions.

The *Episcopal Cemetery*, five minutes' walk west of the Leon Hotel, is crowded with the graves of old Tallahassee families. There are no very ancient dates on the stones—none, of course, prior to the settlement of the town (1827). There are, however, a number of interesting monuments and inscriptions, among them two modest shafts that mark the graves of Charles Louis Napoleon Achille Murat, son of the King of Naples and Prince of the two Sicilies, and of Catherine his wife, daughter of Colonel Bird C. Willis, of Virginia. (For a sketch of their story see opposite page.)

Another more modern cemetery is at the foot of the northwestern slope, where lie most of the Confederate dead whose remains could be brought home. On Memorial Day of each year these graves are decorated with flowers by surviving friends.

The Murat Estate.—Two miles west of the railway station. Follow road leading in that direction near railway. The estate bears the name of its original owner, eldest son of the famous marshal of France under the First Napoleon, who was made King of Naples in 1805. On his deposition in 1815, the son, then a boy of 15, was sent to finish his education in Austria. Shortly after reaching his majority he cut adrift from early associations and came to America.

Carriage-roads and bridle-paths were then almost the only artificial lines of travel, but the Prince visited nearly all the settled portions of the United States. At Tallahassee he naturally became enamoured of the climate and the country. He bought a large estate, erected an unpretentious house, still known as the Murat Homestead, though its founder named it Lipona. He at once interested himself actively in local affairs, became a naturalized citizen, and served successively as postmaster, alderman, and mayor. In 1826 he married Catherine, a daughter of Colonel Bird C. Willis, of Virginia, and grandniece of Washington.

Murat was a man of brilliant intellectual gifts, but he was eccentric to the verge of lunacy, and his personal habits were so disgusting that for some time the beautiful, refined Virginia girl would not listen to his suit. However, she yielded at last and became the Princess Murat, recognized as such by all who cherished the memory of the First Napoleon. The Murats visited Belgium together and were received there with royal honors, and after her husband's death the Princess was received and treated with distinguished favor by the Third Napoleon.

Murat was the author of three works in French, all treating of political affairs in the United States. These were published in Paris (1830 to 1838) and gained for their author wide recognition as a writer of ability. His last and most considerable work, "The Principles of Republican

Government, as perfected in America," went through fifty editions, and was translated into the principal continental languages. The shiftless, eccentric habits of the Prince wasted his property, and when he died, in 1847, after years of disease, through which he was faithfully tended by his wife, she was left almost without an income. The restoration of the Napoleonic dynasty in France, however, brought her recognition and a handsome competence from the new Emperor, with whom she was a great favorite. With the overthrow of the Southern Confederacy her property again disappeared, but on the restoration of peace Napoleon III. granted her an annuity of 30,000 francs, which continued till her death in 1867, only a short time before the Empire was again demolished by German arms.

Excursions.—The hill country of West Florida is favored above the rest of the State in the matter of roads. The soil is such a happy admixture of clay and sand that in addition to unsurpassed productiveness in certain fields of agriculture, it packs into capital roadways, which, without any care to speak of, remain hard and smooth during fair weather. Roads diverge toward all the cardinal points from Tallahassee—north and east toward Lakes Jackson, Iamonia, and Miccosukee, south to St. Mark's, Newport, and the famous Wakulla Spring, and west to the Oclockonee River and the Quincey tobacco lands. In all directions the visitor may be sure of a picturesque, diversified country, well wooded, and abounding in lakes, streams, sinks, and springs. After heavy rains the valley roads are often submerged, and it is no more than right to warn strangers against the seemingly shallow waters that often cover them. This whole region is underdrained by subterranean rivers. "Sinks" sometimes open in the most unexpected places. In 1889 a party from Chicago narrowly escaped with their lives through carelessly driving into what appeared to be a shallow pond that had temporarily covered the road. The water, however, is usually clear, and there is no danger if a reasonably sharp lookout is kept.

These "sinks" always occur in connection with some underground lake or water-course. They may be large enough

to take in a good-sized house, or only a few feet across. Sometimes the water at bottom is shallow, sometimes deep, and still or swift, according to conditions. They are caused by the action of subterranean streams wearing away the underlying rock until a cavity is formed. After a time the roof becomes too thin to support the weight overhead, and accordingly falls in. It is either swept down stream, or else dams up the current, and perhaps the next passer-by finds a lake or a full-grown river where none existed before. (See Miccosukee and Jackson Lakes.)

Lake Hall, 6 miles northeast, on Thomasville Road. A favorite picnic-ground, with good fishing, fine forest-trees, and picturesque surroundings. At this lake the Leon Hotel keeps boats for the use of guests.

Lake Jackson, 6 miles northwest, is irregularly shaped, about 6 miles long and 4 miles wide. It is quite deep, and shortly after the Charleston earthquake of 1886 it distinguished itself by disappearing entirely through an unsuspected subterranean passage. Large numbers of fish perished, and for a time pestilence was dreaded by the neighboring residents. After a few days the lake began to fill up again, and since that time has maintained its usual level.

Lake Iamonia, 12 miles northeast, is somewhat larger than Lake Jackson, and has many islands. A small town of the same name is near its eastern end, on the Thomasville road.

Lake Miccosukee, 18 miles northeast. (See Route.)

Bellair, 6 miles south, on St. Marks Road. Formerly the summer resort of the most select and exclusive circle of Tallahassee society. It is in the edge of the flatwoods, and why it should have been selected by its frequenters is not easy of explanation. In the days of its prosperity, however, a number of cottages were built here, and many of the most distinguished Southerners of the day entertained their friends with the lavish hospitality traditional with them. Nothing now marks the place but half-obliterated foundations, and groups of shade-trees that have grown to a lordly height since the houses crumbled to pieces, or were burned, during the lawless days of civil war.

St. Marks, 21 miles south by rail (2 hours), or carriage (3 hours). (See Route 222.) Train from Tallahassee at 8.30 A.M., returns at 11 P.M., affording no time for local expeditions. (Route 212.)

The *Wakulla Volcano*.—To the southeast and south of Tallahassee there extends a vast belt of flat woods, merging into an almost impenetrable tangle of undergrowth and swamp. It is a famous hunting-ground, and somewhere within its shades is the alleged Wakulla volcano. The curious inquirer is sure to hear the most contradictory statements regarding this mystery. He will be told by some that it can be seen from any high observatory in the vicinity, and by others that it cannot be seen from any save the most southerly uplands. He will meet people who have seen the smoke almost every day of their lives, others who declare that there is no such smoke, and still others who say that they never heard of it. It seems to be pretty well established, however, that ever since the country was settled, and, according to Indian tradition, long prior to that, a column of smoke or vapor has been visible in favorable weather, rising from a fixed point far within the jungle, to which no man has yet been able to penetrate. Several expeditions have been organized to solve the mystery, but none of them have penetrated more than twelve or fifteen miles into the morass. Once or twice New York newspapers have sent representatives with orders to solve the problem, but, according to the local version, they have always proved recreant to their duty as soon as the difficulties in the way became apparent. The "volcano," therefore, bids fair to remain a mystery until some concerted measures are taken for exploration and discovery.*

* A column of smoke was pointed out to the author as the alleged "volcano," and on several successive days bearings were taken with a pocket compass from the cupola of the Court-house at Tallahassee. The smoke in favorable weather was always visible in the same place, rolling up in strong volume, usually dense and dark like the smoke from a furnace chimney. The author was assured by a Northern gentleman, long resident in Tallahassee, that it was often lighted with a faint glow at night. The best-informed persons with whom the author conversed believe it to be vapor from a boiling spring, possibly intermingled with inflammable gas that occasionally ignites. It is said that one of

221. The Wakulla Spring.

Fifteen miles south of Tallahassee. Four miles west of Wakulla Station, St. Marks Rd. By carriage from Tallahassee, 2½ hours. By row-boat from St. Marks, 2 hours.

Wakulla—"Mystery" in the language of the Seminoles—ranks for beauty and size with the other wonderful springs of Florida described elsewhere (see Routes 182 and 183). In some respects it surpasses them, its greater depth lending to the absolutely transparent water shades of color that are wanting in the others. The greatest recorded depth of the spring is 106 feet, but it is said that in certain places no bottom has been reached with the sounding line. Far down in the depths a ghostly white ledge of rock is visible, from beneath which the volume of water rushes upward, and where fishes, alligators, and turtles are quite safe from human snares, though as plainly visible as if nothing but the air intervened. The surroundings of the spring are extremely beautiful; precipitous, heavily-wooded banks overhang the water, and no railroad or steamboat as yet profanes the solitude. It is not easy to say which is the better route to follow. The drive from Tallahassee is the pleasanter. That from Wakulla Station is the shorter and easier. In this latter case conveyances must be ordered in advance, and are usually sent down from Tallahassee. The trip by water from St. Marks is more enjoyable for those who prefer boat expeditions.

Other fine springs are found in the vicinity, notably at Newport, 3 miles southeast of Wakulla, where the water is strongly impregnated with sulphur, and the springs are believed to possess valuable medicinal properties.

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the tributaries of the Ocilla River is distinctly higher in temperature than any of the neighboring streams, and though it has never been explored, it flows from the direction of the "Wakulla Smoke," and may have its source in the supposed boiling spring. C. L. N.

222. St. Marks, Wakulla County.

F. C. & P. Rd. (St. Marks Branch), Tallahassee to St. Marks, 21 miles (2 hours).

The St. Marks River is the natural seaport of Tallahassee. Once across the bar, which has 7 feet of water at low tide, there is a good depth to the railroad wharf. In the early days of Tallahassee's prosperity a plank road was built to facilitate the transportation of cotton and tobacco. A rival company built the railroad in 1846, upon which a feud arose between the two companies which threatened to become serious, but ended in a victory for the railroad. In 1861 the F. C. & P. was finished to the State capital, and naturally took the bulk of the carrying trade.

A fort of considerable strength was built by the Spaniards, under Captain Don José Primo de Ribeira in 1718, at Port Leon, two miles south of the present town of St. Marks. It was called *San Marcos de Apalache*. Ruined limestone masonry work still marks the site. During the civil war the river served to some extent as a refuge for blockade runners, but United States gun-boats cruised up and down the coast at such short intervals that blockade running was dangerous business. A redoubt was thrown up near the lighthouse in 1862. On June 15, 1863, the work was shelled by the United States gun-boat *Tahoma*, Lieutenant Howell. The garrison—a company of artillery—were driven out, taking their battery with them. An armed party landed and destroyed everything about the works that would burn. Salt-works of considerable extent were afterward established along the river, and the Confederate States largely drew their supply of salt from this source. The daily product of the works was estimated at 2,400 bushels. Boat expeditions from the *Tahoma* totally destroyed the works on February 17 and 27, 1864. Property not contraband of war was distributed among the neighboring inhabitants. On March 6, 1865, a considerable force of Federals landed near the mouth of the river, and marched up as far as the Natural Bridge, where they were met by a hastily gathered Confederate force, and repulsed with considerable loss. The attacking party

was mainly from a negro regiment, the Second U. S. Colored Infantry, which went into action about 500 strong, and lost 70 men in killed, wounded, and missing. Next to the battle of Olustee, this was the most considerable engagement fought within the State, but as it occurred only a short time before the fall of Richmond and the surrender of Lee, it was almost overlooked by all except local historians, who glory in it as among the last triumphs of the Confederate arms.

Capital shooting may be found in the passes and creeks about the mouth of the river, and excellent fishing in the deep channels of the river itself. The St. Marks is supposed to find its source in Lake Miccosukee (Route 216). Its whole course may be traced by a succession of "sinks," and occasional exposed reaches. It rises sedately from its subterranean ways about 18 miles north of St. Marks, forming a pool of considerable depth, but largely overgrown with rushes. There are rapids near the outlet, and again at two places below, respectively 4 and 8 miles above St. Marks; elsewhere the stream is wide, placid, and deep. The rapids can be easily run in a small boat, but are hard to ascend.

St. Marks light stands in Lat. 30° 04′ 28″ N. Long. 84° 10′ 50″ W. It was established in 1829 and rebuilt in 1866. The tower is white, 83 feet high, and shows a fixed white light visible 14¾ nautical miles. The nearest light to the westward is at Cape St. George (52 nautical miles), and the nearest to the east and south at Cedar Key (80 nautical miles).

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223. Quincy, Gadsden County (C. H.).

Population, 600.
HOTELS.—*Florida House; Love House,* $1.50 to $2 a day.

Quincy was selected as the county town site and laid out in 1825. The town is about one mile north of the railway station, where carriages are always in waiting on the arrival of trains (fare 25 cents). The situation is charming, in a fine hilly country with clear rushing streams, good roads, a rich soil, and fine forests on all sides. The town itself is in many

respects like Monticello and Tallahassee, with its wide streets and stately old Southern mansions. Within a few years Northern capital has largely developed the tobacco-growing interests of the vicinity. There are several plantations within easy riding distance, one of them containing 12,000 acres, of which at this writing nearly one-quarter is under cultivation. Some of them are worked by negroes, and others by colonies of Alsatians imported for the purpose. The whole business is carried on systematically, substantial fences surround the fields, and each section has its curing and storage houses. The best way to visit these great plantations is in the saddle, as the distances are too great to be covered on foot. Vehicles, however, can be driven anywhere along the plantation roads. The general superintendent resides in Quincy, and should be consulted as to the most interesting points to visit. During the winter months, of course, the fields are bare, but work of some kind is always in progress (see p. 31).

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224. Chattahoochee, Gadsden County.

The earliest overt act of the Secessionists in the State was committed at this point, at 7 o'clock in the morning of January 6, 1861. The Ordinance of Secession was not passed until four days afterward, but no doubt, anticipating that event with certainty, under date of January 5th the governor issued an order granting authority to Colonel Dunn to raise a company, seize the arsenal and its contents "now in the possession of the General Government, and retain the same, subject to my orders." The arsenal was at the time under charge of Ordnance Sergeant E. Powell, U. S. A., with a few men, and he so stoutly refused to deliver up the keys that Colonel Dunn was fain to telegraph to the governor for further instructions, upon receipt of which the plucky sergeant was compelled to surrender by superior force. The post was an arsenal of deposit, containing at the time 5,122 pounds of powder, 173,476 cartridges for small arms, one six-pounder gun with a supply of ammunition, and sundry mis-

cellaneous equipments. This arsenal was established in 1833. It was used for various military purposes by the Confederates, and after the return of peace was given to the State of Florida by the United States, and converted into a lunatic asylum.

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230. River Junction to Pensacola.

By Louisville & Nashville Rd. (Pensacola Division), 162 miles (7 h. 50 min.). Best hotels at Marianna, De Funiak and Milton.

Shortly after leaving River Junction the train enters upon the long trestle over the Appalachicola. This large river, whose turbid waters are in striking contrast with the clear streams of Leon and Gadsden Counties, is formed by the junction of the Flint and Chattahoochee Rivers; the second of which, in reality the main stream, has its sources in Northern Georgia, almost at the Carolina line. It is navigable 300 miles from its mouth. Flint River is comparatively small, navigable only for about 40 miles. The confluence of these streams is at the Georgia line, 2 miles above the railroad crossing, and about 100 miles from the sea "as the river runs," though only 80 miles in a straight line. The river carries down enormous deposits of alluvium, forming wide stretches of marshy delta in Appalachicola Bay. The bottom lands are very rich, but liable to frequent overflow, as may be seen by the flood marks nearly at the level of the rails on the trees beside the trestle.

In Jackson County west of the Appalachicola the country is less conspicuously hilly than that to the eastward, though there are still considerable elevations. At Marianna a pleasant stop may be made (Route 231).

De Funiak Springs (Route 232) is a very attractive place, with a good hotel and a winter school on the Chautauqua plan. A short distance west of Longview the railway passes into Washington County (page 101), closely following its northern boundary to the Choctawhatchee River, where it passes into Holmes County (page 39). Crossing numerous rapid streams, the Walton County line is reached at Argyle, whence are post-roads south to the Scottish Colony that set-

tled in this region early in the present century. *De Funiak Springs* is the principal resort of this part of Florida. (See Route 232.) About one mile west of *Crestview* is the Walton-Santa Rosa County line. The stream crossed just beyond is *Shoal River*, a north fork of *Yellow Water River*.

At *Milton* (Route 233) the line crosses the head of Blackwater Bay, the mouth of Black River, a deep, rapid stream down which large quantities of lumber are floated to Pensacola and a market. A run of about twenty minutes from Milton opens a refreshing view over Escambia Bay, which the railway presently crosses on a trestle 3 miles long. From this point to Pensacola, about 20 miles, the ride is most enjoyable for interest and beauty. After leaving the trestle the rails, as a rule, follow the water side with the Escambia Bluffs inland, and occasional wooded points which momentarily cut off the bay view.

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231. Marianna, Jackson County (C. H.).

Population, 1,500.
HOTEL.—*The Chipola Hotel*, $2 a day.
RAILROAD.—Louisville & Nashville Rd. (Pensacola Division); west, to Pensacola (136 miles); east, to River Junction (26 miles).

A pretty village on the hill north of the station. It has the county buildings, and a generally attractive appearance. The Chipola River, which runs near the town, crossing the railway a short distance east of the station, is responsible for some of the natural curiosities in the neighborhood. It has quarried for itself a natural bridge, near Marianna, and a large cave is part of the same formation.

Chipola Spring, among the most remarkable in the State, bursts with great force through a rocky, cavernous opening in the side of an oak-covered bluff, sloping toward the southwest. The chasm is about 30 feet long, east and west, and 8 to 10 feet wide. Midway of its length it is nearly halved by a submerged fragment. The water of this spring, like that of those described elsewhere, is crystal clear, but the rush of the current prevents leisurely examination from a boat. The outlet is a full-grown stream nearly 100 feet wide

and 8 feet deep, which joins Chipola River ten miles distant, not far above the railroad crossing.

Long Moss Spring pours out a good-sized creek with such violence that fragments of stone thrown into it will not sink. The whole watershed of the Chipola in this vicinity is full of remarkable springs, caves, and sinks, which cannot be depended upon to remain the same for any specified time. Early in the present century, the Apalachicola burst through into the Chipola, forming the Dead Lake of Calhoun County (page 12).

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232. De Funiak Springs, Walton County (C. H.).

Population, 2,000.
HOTEL.—*Hotel Chautauqua*, $2 a day.
RAILROAD.—L. & N. Rd.; east, to Pensacola (80 miles); west, to River Junction (82 miles).
LIVERY.—Saddle horses, $2 a day. Single teams, $3. Double teams, $5. Guides, $1.50 a day.

A nearly circular lake, which is, in fact, a spring, led to the establishment of the county seat, and of the prettiest modern village in West Florida.

The lake is, according to local authorities, 64 feet deep and 300 feet above tide-water. On the bluffs surrounding the lake are the assembly buildings and many cottages of residents. A plank walk, well shaded by the forest trees, follows the line of houses overlooking the lake. Here, too, are branches of the State Normal School, a United States Experiment Station, and Presbyterian and Methodist Churches. Cotton and sugar-cane are successfully raised, and olive-trees grow in the open air. Tobacco culture and cigar-making, and brick-yards are among the promising industries, but they will not be allowed to mar the beauty of the place. De Funiak stands in the healthful high pine region, but as the land slopes to the southward the pines give way to a hammock growth which extends to the belt of flatwoods along the coast.

The "Florida Chautauqua Assembly," referred to above, is intended to afford in a mild climate the advantages offered by the famous Northern institution. Full information may be had by addressing the Secretary at De Funiak Springs.

233. Milton, Santa Rosa County (C. H.).

Population, 1,200.
RAILROAD.—L. & N. Rd. (Pensacola Division); southwest, to Pensacola (20 miles); east, to River Junction (141 miles).

One of the old towns of West Florida, retaining many of the traditional features of Southern society. The streets are well shaded by fine trees, and with its pretty white houses, schools, and churches it offers a most attractive appearance.

Blackwater, just across the river, resembles it in some respects. Both places are largely interested in the lumber business. On October 25, 1864, Pensacola being held by the Federals, and Milton by a small detachment of Confederates, an expedition was fitted out at Barancas to proceed up Black Water River and procure a supply of lumber, of which there were large quantities along shore. Through a misapprehension of orders the original plan of landing at Pierce's Mill was abandoned, and the party, about 700 strong, proceeded to Milton where they landed and had a brisk skirmish with the Confederates who were stationed there, driving them out of the town and holding the place till the next day, when, after destroying some Confederate stores, the detachment returned to Barancas.

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240. Pensacola, Escambia County (C. H.).

Population (1890), 11,751.
Lat. 30° 23′ N. Long. 87° 12′ W.
HOTEL.—The *Continental*, $3 to $4 a day.
RAILROADS.—Louisville & Nashville (Pensacola Division); east, to River Junction, 161 miles (7 h. 50 min.); Pensacola & Atlantic Rd. to Mobile, New Orleans, etc.; Pensacola, Fla., & Perdido Rd.; west, to Millview, 10 miles.

History.

PROBABLY the first European crew to sail into the magnificent harbor of Pensacola was that of Miruelo, a Spanish pilot, who found the natives friendly, traded off his cargo of trinkets for silver and gold, and returned peacefully to Cuba (1516). Next some of Hernando de Soto's men rediscovered the harbor about 1536, but no use was made of

it, and in September, 1558, Guido de Labazares, after a thorough examination of the coast with a view to permanent colonization, decided in favor of Pensacola Bay, which he named *Filipina*, and reported accordingly to his chief, the Governor of Cuba.

A strong expedition was sent out under Tristan de Luna in 1559, with a view to permanent settlement at Pensacola, but he went instead to Ichuse (Santa Rosa Bay), where he lost everything in a hurricane. Miruelo named the bay after himself; Tristan called it Santa Maria in 1558, and in 1693 Don Andre de Pes added "de Galva," in honor of the then Governor of Mexico. The eastern part of the bay is still charted as St. Maria de Galvez, but this de Galvez is another man altogether, not born till nearly a century later.

The present name Pensacola is probably that of the Indian tribe inhabiting the vicinity. It appears on Delisle's map (1707), and was probably applied to the surrounding country by the Spaniards for many years before that time.

In 1696 Don Andre d' Arriola took possession, and built Fort San Carlos, whose ruins may still be seen near Fort Barancas. He made the beginnings of a permanent settlement, but everything was destroyed by the French in 1719, and during the better part of that year the place was a bone of contention, the Spanish in the end coming off second best, and leaving the French in possession till 1722, when diplomacy stepped in and confirmed the Spanish claim. The town was soon rebuilt on Santa Rosa Island, near where Fort Pickens now stands. A print made from a sketch taken in 1743, and published in Jeffries' narrative, shows a stockaded fort, a government building, a church and thirty or more lesser structures.

In 1754 a hurricane, in conjunction with a high tide, proved the insecurity of the locality, and the present site was selected. In 1763 Florida was ceded to the English, and nearly all the Spanish residents removed to Cuba. France and Spain, however, made friends in 1781, and under Don Galvez, of Louisiana, and the Spanish Admiral Solano laid siege to the British garrison in Pensacola. The place was strongly defended by two well manned forts, St. Mi-

chael and St. Bernard, but the accidental explosion of a magazine compelled surrender after twelve days of bombardment. A very creditable Spanish engraving of 1783 commemorates this triumph over the English, and with free, artistic license represents the instant of the explosion.

The ruins of Fort St. Michael are still to be seen near the head of Palafox Street. This surrender occurred May 9, 1781. Two years afterward Spanish possession was confirmed by re-cession on the part of England, and Pensacola saw no more powder burned in earnest until 1814, when with Spanish consent the English under Colonel Nichols garrisoned the forts at Barancas and Santa Rosa and hoisted the British flag. England being then at war with the United States, Nichols issued a proclamation urging the inhabitants of Louisiana and Kentucky to join his standard. Indian massacres were incited along the border, and summary measures were necessary. This was in August. On November 6th General Andrew Jackson, with 5,000 Tennesseeans and a number of Indian allies, was before Pensacola. Reconnoitring parties were fired upon from the forts, and Jackson prepared to storm the place. By clever management he carried the outworks, and gained possession of the town with trifling loss on November 14th.

The Spanish governor promised the unconditional surrender of the forts in return for a promise of safety for the town, but during the succeeding night the British abandoned St. Michael and St. Bernard, blew up Barancas, and escaped to sea. Jackson withdrew after occupying the place for two days, and marched eastward, where he subdued the Indians and remained in the vicinity to preserve the peace. In 1818 he was again obliged to occupy Pensacola, to show the Spaniards that he was in earnest. This and other proceedings of an energetic character on the part of Jackson opened the eyes of Spain to the American idea of "manifest destiny," and in 1819 negotiations were begun which resulted in cession to the United States.

Pensacola was too strong to suffer materially during the Seminole wars, and thanks to her fine harbor, which was

made an important naval station, in 1830 she became the most considerable seaport in Florida.

Florida passed her Ordinance of Secession on January 10, 1861. By that time the movement at the South had developed great strength, while divided counsels and an uncertain policy at the North still prevented summary measures for the suppression of armed rebellion. The garrison of Fort Barancas during the winter of 1860–61 consisted of a company of the First Artillery, forty-eight men, commanded by Lieutenant A. J. Slemmer. Throughout the winter the attitude of the authorities of Florida and Alabama had become more and more threatening, until, on January 8, 1861, Lieutenant Slemmer notified General Scott, Commander-in-Chief at Washington, that the danger was imminent. That same night a company of about twenty men approached Fort Barancas, hoping to take possession unopposed. A sergeant's guard had, however, been stationed in the fort and when this was discovered the intending assailants retired. The incident was enough to show the danger of delay and on January 10th, Lieutenant Slemmer removed his command to Fort Pickens, where he could offer formidable resistance even with the small force at his disposal. Captain (afterward Commodore) James Armstrong, U.S.N., a Kentuckian by birth, was in command at the Navy Yard, having two vessels at hand, the *Supply*, Captain Walker, and the *Wyandotte*, Captain Berryman, with a few men available for defence. From Lieutenant Slemmer's report of the transfer of troops and munitions it is apparent that he distrusted Captain Armstrong's loyalty. At all events he failed to secure much-needed assistance from the Navy Yard, but eventually effected the transfer of his command and, at cost of arduous labor day and night, put the fort in passable condition for defence.

On the morning of January 12th the surrender of the Navy Yard was demanded by Colonel William H. Chase, commanding some twelve hundred Confederate troops, and Captain Armstrong capitulated, effectual resistance being obviously impossible. The few men stationed at the yard were mustered near the flag-staff when the Confederates marched

in unopposed, and Lieutenant Renshaw ordered William Conway, a seaman grown old in the service, to haul down the flag in token of surrender.

The habit of obedience is strong in a man-of-war's man, but Conway was equal to the occasion. He is said to have used tolerably strong language toward his superior officer in refusing to obey this unprecedented command. Conway's faithfulness under exceptionally trying circumstances was promptly recognized and rewarded by Congress. But there were plenty of hands ready to do the service, and presently the anxious little garrison at Fort Pickens sorrowfully watched the United States ensign lowered from the Navy Yard flag-staff while the Confederate colors rose to its place.

After the surrender of the Navy Yard, Lieutenant Slemmer was reinforced by the 31 faithful seamen who refused to desert their colors, and now had 82 men all told, including nominal non-combatants, to defend a fort designed for a garrison of 1,200 men. The same evening, just after retreat, a deputation of Confederate officers, headed by Captain Randolph, presented themselves at the gate of Fort Pickens, asked for the commanding officer and made a demand for the surrender of the fort in the name of the States of Florida and Alabama. Slemmer replied that he was there under the orders of the President and that he recognized no right of any governor to demand a surrender of United States property.

On January 15th Colonel Chase made a formal demand for the surrender, presenting, in temperate and courteous but forcible terms, the futility of resistance. Slemmer answered as before, saying that while he deprecated bloodshed he would defend his post until compelled to surrender. In the meantime the little garrison had been working all day strengthening the defences, lying by the guns at night on the rain-swept parapet, often called to quarters by false alarms, and wellnigh exhausted. Not a word of complaint was uttered, however, and under exceptionally trying circumstances a vigilant watch was maintained until eventually reinforcements came from the North. Much credit is due to Colonel Chase, whose prudent course undoubtedly restrained

precipitate action on the part of the half-disciplined troops then under his command. He was a native of Massachusetts and a graduate of West Point. Until he resigned from the army in 1856 he was an officer of the engineer corps, and the forts at Pensacola were largely constructed under his supervision. Knowing the strength of the works, he used all his influence to prevent an attack which must have resulted in a bloody repulse. Colonel Chase took no further active part in the rebellion, being probably somewhat distrusted by the Confederate authorities because of his Northern birth. He died in Pensacola in 1870.

The U. S. steamship *Brooklyn*, with a company of the First Artillery under Captain Vodges, had arrived off Fort Pickens on January 6th, but found orders forbidding the reinforcement of the garrison pending negotiations for a compromise with the seceding States then in progress at Washington. Influential Floridians represented that should Pickens be reinforced it would be impossible to prevent an attack from the somewhat lawless and undisciplined levies that garrisoned the shore batteries.

Until March this state of things continued, but by the 13th of that month the authorities at Washington decided that further delay was useless, and ordered the reinforcement of Pickens. The order, however, was never received, and the Confederates continued to erect batteries commanding the fort and its approaches.

On the 12th of March, negro slaves began to make their escape from the mainland, under the impression that Fort Pickens would be a refuge for them. Under the circumstances Lieutenant Slemmer, having but a limited supply of provisions, could only return them as soon as practicable to the city authorities.

In the meantime the Confederate Government had been organized at Montgomery, Ala., and General Braxton Bragg, who had lately resigned his commission in the service of the United States, superseded Colonel Chase in command of the Confederate forces at Pensacola.

It was determined by April 1, 1861, that all forts remaining in the possession of the United States must be fully

reinforced. Colonel Harvey Brown was assigned to the command of all United States troops in Florida. During the night of April 12th, a strong force of soldiers, marines, and seamen was landed on Santa Rosa Island under cover of darkness, and at last this important post was secure to the United States. Subsequently a regiment of New York volunteers, "Billy Wilson's Zouaves," was sent from the North and placed in camp on the island, east of Fort Pickens.

On April 26th, according to a contemporary newspaper, Bragg's forces numbered 8,000, and a semi-circle of fortifications had been thrown up on the main land, extending from the Navy Yard to Fort MacRae. The summer passed without open hostilities, but on October 9th, the Confederates took the initiative, landing a force of 1,200 men and attacking the Zouave camp a mile east of Fort Pickens. The first shots were fired about 2 A.M. and the attack was successful at first, dire confusion resulting before the regiment could be formed. Two companies of regulars were sent from the fort, and Wilson, having gotten his men in hand, the enemy was soon driven to his boats. The Federal loss was 14 killed, 53 wounded and missing. That of the Confederates, 21 killed, 60 wounded and missing. The camp of the Zouaves was fired and almost wholly destroyed.

On November 22, 1861, fire was opened from Fort Pickens upon the Confederate works on the mainland, and the frigates *Niagara* and *Richmond* drew in as near as possible and devoted their attention mainly to Fort MacRae and the adjoining batteries. The Confederate batteries responded, and an artillery duel was kept up for two days. The purpose of the Federal gunners was to destroy the stores and workshops at the Navy Yard, and do as much damage as possible to the Confederate batteries. A number of buildings were knocked to pieces by the shot and shell, and the town of Warrenton was greatly damaged, being in the direct line of fire. The loss of life on both sides was trifling, as is invariably the case in artillery duels where guns are properly protected.

At 11.30 P.M., May 8, 1862, the Confederates abandoned their posts in the neighborhood of Pensacola, as is credibly

stated, to reinforce Mobile. An attempt was made by them to destroy Fort MacRae, the lighthouse, and the buildings in the Navy Yard, but as soon as their design was evident to the commanding officer in Fort Pickens, he opened fire in the hope of preventing the total destruction of all combustible public property. In this he probably succeeded, for when daylight came it was found that several buildings at the Navy Yard remained standing, though preparations had been made to fire them. Parts of Pensacola were likewise burned, also the village of Warrenton, near the Navy Yard.

United States troops took possession and extinguished the flames where possible, and hoisted the stars and stripes once more over the Navy Yard. As soon as it was light enough to cross the bar, some of the blockading squadron went up to the city and called upon the authorities to surrender. This was not accomplished until the arrival of another gun-boat made it imperative. The people went to work to extinguish the flames, and in the course of a few hours comparative order was restored. No serious attempt was subsequently made by the Confederates to regain possession of these posts.

Excursions.—The Forts and the Navy Yard. Steamer from Long Wharf, foot of Palafox Street. The boat stops at the Navy Yard at night, leaves for Pensacola at 8 A.M. and 3 P.M. Leaves Pensacola for Navy Yard at 10 A.M. and 5 P.M. (Fare for round trip, 50c.) The same boat carries passengers to Forts Pickens and MacRae, if desired. There is an old government road in fair condition from Pensacola to the Navy Yard. The trip down the bay is highly enjoyable. Off the wharves is usually a busy scene, a large fleet of vessels loading lumber from rafts alongside. The shipping interests of Pensacola are of great commercial importance. The latest accessible returns show more than five hundred entrances and clearances of vessels annually, with a total register of about 350,000 tons. The main business is in lumber, the exports amounting yearly to about 140,000,000 feet. Besides this there is growing up a large export trade in coal from the Alabama mines, for which there is a large and increasing demand in the West Indies.

The wooded point opposite the city, Santa Rosa Park,

separates Pensacola Bay from Santa Rosa Sound. The opening, *Pass l'Este*, with the vessels at the quarantine station, comes in sight a few minutes after leaving the wharf. To seaward are the irregular sand-dunes of *Santa Rosa Island*, with Fort Pickens at its western point, and the yellow walls and buildings of the Navy Yard on the mainland opposite. (See historical sketch of Pensacola.) The Navy Yard is an immense enclosure, now almost deserted. A few officers are stationed here, with enough artificers and watchmen to take care of the government property. Some of the officers' quarters were burned when the Confederate troops abandoned the place, but, considering the artillery fire to which they were exposed for two days, the damage was small. Very picturesque and quiet is the old yard with its shaded esplanade, wharves of solid masonry, and well-built shops, all crumbling through neglect; for, in the judgment of the authorities, the Pensacola station is no longer of practical use to the Navy.

Fort Barancas and the lighthouse, with the remains of the old Spanish fort, are within easy walking distance to the westward. A company of artillery is usually stationed at the fort. No visitor should fail to walk or ride through these beautiful, though for the most part uncared for, grounds. No guide is required. The visitor may wander at will through the extensive works, and watch as long as he will the schools of mullet playing about the deserted wharves. At the commandant's office at the Navy Yard, or at the adjutant's office in Fort Barancas, special directions or information can always be obtained.

Pensacola Bay (see map, p. 28) divides into three smaller arms about 10 miles from the Gulf, *Santa Maria de Galvez Bay* to the eastward, and *Escambia Bay* to the westward. The latter bay is 11 miles long, and 4 miles wide. Into it flows Escambia River from the north, receiving numerous tributaries. The bordering lands are in general low and frequently overflowed. *Santa Maria de Galvez*, about the same size as Escambia, subdivides again into *Blackwater Bay*, which receives a river of the same name, and *Cedar Creek*.

This arm is about 7 miles by 2 miles, and is full of islands. *Yellow Water River* falls into the main arm of the Bay. It is navigable for small craft some 40 miles from its mouth. Shoal River, crossed by the railroad about 20 miles east of Milton, is its principal tributary.

East Bay, the easterly subdivision of Pensacola Bay, is a fine body of water, deep, sheltered, and affording excellent anchorage. It is about 7 miles long, narrowing at the head into a small creek. On the southeast it is connected with Santa Rosa Sound, Choctawhatchee Bay, and the Gulf through *Pass l'Este*.

Big Bayou is an arm of Pensacola Bay, 1½ mile above Tartar Point.

Bayou Chico is a pretty land-locked sheet of water, formerly utilized as a harbor for small craft. On its shores was Camp Clinch, during the state of quasi war with Spain (1814–1818).

Bayou Texar falls into the Escambia Bay a mile above Pensacola.

Perdido Bay (map, p. 28), into which flows a river of the same name, separates Florida from Alabama on the west. It is a land-locked sheet of water with a narrow, crooked outlet, and a shifting bar with not more than 7 feet at low tide. The bay itself, however, has a considerable depth, is 30 miles long, and from 2 miles to 6 miles wide. The shores are in many places quite high, composed of clay bluffs, and covered with an almost unbroken forest of pines. The river is navigable for small steamers about 7 miles from its mouth. It rises in Alabama, and is a good mill-stream. Both river and bay abound with fish. A western arm of the bay is called *La Lance*, an indication that we are nearing a region first settled by French. Spanish names are almost the invariable rule in Florida, but French names predominate west of Perdido Bay, and the French tongue is still largely spoken.

250. The Gulf Coast of West Florida.

From Perdido Bay to Cedar Key the coast sweeps in two great curves with capes San Blas and St. George between them. There is no continuous outer line of islands, though there are very extensive and beautiful disconnected bays at short intervals as far east as Dog Island. Beyond this the bays disappear, and from the St. Mark's River to Cedar Key there is no shelter except for boats of very light draft which can find their way into the many streams and inlets.

Choctawhatchee Bay (see map, p. 100) lies east and west within its outlying islands, about 40 miles, with a width of 7 miles to 15 miles, and from 6 feet to 12 feet of water. Navigation for vessels drawing more than 6 feet is very doubtful, since the depth of water is much affected by storms, and many bars extend far out into the bay. The always trustworthy sharpie will however slide safely over most of them. The shores along the eastern part of the bay are low, and largely bordered with reeds and grass. Farther to the westward the land is higher, with frequent shell-hammocks, pine barrens, and live-oak woods. The *Choctawhatchee River* is the principal fresh-water tributary of this bay. It rises in Alabama about 150 miles from tide-water, and is navigable about 80 miles. The main tributary is *Pea River*. The last named is really the larger of the two streams. The confluence is near the Florida line. *Euchee Creek* enters from the westward 25 miles from the mouth, and Sandy Creek about 4 miles. From the westward come *Holms*, *Big Barren*, and *Pond Creeks*, the first named navigable at all times as far as *Big Spring*, and to Shackleford, 15 miles farther, during average high water.

Aliqua River rises among the "knobs" of Walton County, springing almost full-grown from the ground. Its total length is about 25 miles, and it is navigable 15 miles. It empties into Choctawhatchee Bay.

St. Andrew's Bay (map, p. 102) has 18 or 20 feet of water on the bar, good anchorage, and perfect shelter from all winds. The bay is very irregular in shape, stretching its

arms up into the country to the N. W. and S. E. for 30 miles. Hammock Island guards the entrance from the Gulf.

On the 1st and 2d of December, 1863, a destructive raid was made by a detail of men from the gun-boat *Restless* along St. Andrew's Bay, the object being to put an end to the salt-works, public and private, from which the Confederacy largely drew its supplies. Nearly two hundred establishments, large and small, were broken up, according to Rear Admiral Bailey's report. The town of St. Andrew's was shelled and, taking fire, was partly burned. A very large amount of Confederate salt and stores was thus destroyed. On January 27th following, another similar expedition ascended the river above St. Andrew's, and completed the work of destruction by breaking up some ninety more salt-works.

Wetappo River has its source in Washington County, west of the Chipola. For twenty miles it twists and turns in every imaginable direction. For the last five miles before falling into St. Andrew's Bay it is less tortuous, receiving the S. E. Branch. The branch is easily navigable.

St. Joseph's Bay (map, p. 12) has a wide entrance from the northwest, with 17 feet of water on the bar. Between False Cape and the mainland, however, there is a "middle ground" with 9 feet of water in some places. The main bay is 7 miles to 8 miles wide, and 2 miles long, its major axis running nearly north and south. Near the southeast end of the bay is a fine island covered with a heavy grove of live-oak, cedar, palms, and the usual hammock growth of the Gulf Coast. The crooked island that forms the bay reaches well out to sea, forming Cape San Blas. Elsewhere, the sand is blown up into fantastic dunes behind which the pine forest has secured a foothold, and serves as a landmark to sailors long before the low-lying shore can be seen. *San Blas light* stands on the south point of the cape in Lat. 29° 40′ N., Long. 85° 21′ W. The light was established in 1847 but abandoned in 1885, and the present iron skeleton structure erected. The ruins of the old tower and oil room are still standing 300 yards from the end of the cape in 8 feet of water. The present tower is 98 feet high. The light flashes red and white alternately at intervals of 30 seconds.

It is visible 15¾ nautical miles. A dangerous shoal extends 5 or 6 miles southerly from the cape.

Apalachicola Bay (see map, p. 30) is formed by the islands of *St. Vincent* and *St. George*, is 30 miles long, and averages 8 miles wide. There is generally 14 feet of water on the bar. St. Vincent's Island, defining the bay on the west, is roughly speaking, an isosceles triangle in shape, nearly 10 miles on its longer sides. It is covered with a dense growth of magnolias, live-oaks, and palms, and much of its surface is green with a natural growth of grass. Fine springs of fresh-water are found on the island, and a considerable stream flows into the bay on the eastern shore. *St. George's* island, forming the sound of that name, stretches for 40 miles along the coast, generally in a northeast direction. The seaward side is blown into high parallel sand-ridges, rising in some places 30 to 40 feet above the beach. Behind these are pines interspersed with occasional hammock, shallows and marshes forming the inland shore. Cape St. George light is a white tower 73 feet high showing a fixed white light visible 14 nautical miles at sea. The light was established in 1847. It stands in Lat. 29° 35′ 18″ N., Long. 85° 02′ 52″ W. Sea-going vessels keep 8 miles off shore on account of shoals making out southward from the cape.

Dog Island, at the eastern extremity of the sound, forms an admirable harbor.

Appalache Bay (see map, p. 98) is properly only a bight or irregularity in the coast affording no safe shelter from southerly gales. It is full of reefs and shoals, twenty miles from shore, and though navigation between these is safe and easy in calm weather, they are very dangerous to careless navigators. Vessels drawing 8 feet may enter *Spanish Hole*, where good shelter and anchorage is found. Appalache Bay is bordered to the eastward by prairies.

Miscellaneous Information.

Oranges.

The wild Florida orange, while not altogether disagreeable to the taste, is not generally regarded as edible. It is largely cultivated for ornamental purposes. The sweet or China orange is a native of India. Thence it was originally brought by the Arabs, and found its way to Florida by way of Spain and the West Indies.

Orange-trees grow, thrive, and ripen excellent fruit all over Florida, but there are certain districts where they thrive better and produce finer fruit than elsewhere. The Orange Belt proper is within the limits of Middle Florida, but a very large proportion of the crop is grown on the banks of the St. John's River as far north as Jacksonville. The Indian River and Halifax River regions produce oranges that are unsurpassed in beauty, juiciness, and flavor, and again in the vicinity of Ocala and along the Gulf Coast the Homosassa orange, originating on Tiger Island, the old Yulee plantation, is among the choicest varieties.

The question as to the best soil for oranges bids fair to remain unsettled for many a year. The traveller who is interested in such matter, will hear the most contradictory assertions from equally well-informed and trustworthy experts. In the "high pine" region he will be told that while fertilizers should there be used at first, the trees require less and less as time goes on, and after a few years require little, if anything, more than is supplied by nature and ordinary care. In the low-lying hammocks along the Halifax and Indian Rivers he will hear that there no fertilizers whatever are required, that in fact they injure the trees and cause the fruit to deteriorate. So, too, on the high hammocks, and even among "flat woods," he will find orange-growers who are prepared to demonstrate that no other lands can produce equally fine oranges.

The only fair inference is that all these different conditions are good, each in its own way. As to which soil or which district produces the finest fruit, or which particular

kind of fruit is finest, individual preferences or prejudices must govern. Among the most famous orange groves are the following: The Dummit Grove on Indian River, near Hanlover, Brevard County; the Harris Grove, near Citra, Marion County; the Hart Grove, near Palatka, Putnam County; the Belair Groves, near Sanford, Orange County; the Tiger Tail Island Grove, near Homosassa, Citrus County.

The Florida orange is probably the finest in the world, as even European experts are beginning to acknowledge. Its superiority lies in the thinness of its skin, rendering it easier to eat without tasting the acrid oil as with the thick-skinned varieties; and in its peculiarly abundant juiciness, and delicious flavor. These qualities are especially noted in semi-tropical Florida, where occasional light frosts seem to benefit rather than injure the trees when once they have matured.

In Florida orange-trees begin to bear eatable fruit at 5 to 8 years from budding, on good stock. From the seed they require from 10 to 20 years, and in any case are not certainly "true" to the seed. How long trees will live and flourish is not yet certain, since the oldest known specimens in Florida are not more than 50 years old. In Spain there are orange-trees with an authenticated record of 700 years, and at Hampton Court, in England, there are specimens that have been growing under glass nearly half as long.

The brownish or rusty appearance of many Florida oranges is only objectionable because it detracts from the beauty, and therefore from the market value of the fruit. It is caused by a minute insect that punctures the skin so that the essential oil exudes and oxidizes on exposure to the air. The flavor of "rusty" oranges is by many believed to be better than that of the pure golden specimens. Oranges generally ripen during January and February, and will hang upon the trees in perfect condition until summer is well advanced. If permitted to remain on the trees, however, they are subject to many dangers that may be prevented by gathering and storing.

The Florida orange crop of 1889–90, according to the trustworthy returns of the transportation companies, was, in

round numbers, 2,000,000 boxes. This, of course, represents only the amount shipped for a market, and does not include home consumption.

Lemons.

Lemon-trees are rather more sensitive to cold than oranges, hence they cannot be regarded as a safe crop in the northern part of the State, though under exceptional conditions they will grow up to the Georgia line. They require a dry soil, and will not grow on the hammocks. The Florida lemon does not yet command the market. It has the reputation of being too big, too thick-skinned, and not satisfactory in flavor. All these faults are probably due to lack of intelligent cultivation. It is believed by many planters that the lemon will at no very distant day rival the orange as a profitable crop. Fine lemon groves may be seen in Belair County, and smaller ones are scattered throughout the Orange Belt.

Limes.

Limes will grow safely and well under ordinary conditions south of Palatka, and in favorable localities somewhat farther north. The variety common in Florida is a native of Mexico. The fruit is available for many of the uses that create a demand for lemons. It is more generally used abroad than in America, but is steadily gaining favor. Limes are generally raised from the seed, and require little care. It will come into profitable bearing, say 3,000 limes to a tree, in about twelve years.

Citrons.

In Florida two varieties of this fruit are successfully cultivated, namely, the orange citron and the lemon citron. Its value arises from its thick, fragrant rind, which is preserved and candied for the use of cooks and confectioners. The curing process has only of late been perfected, but the Florida product is now making its way in the home markets.

Grape Fruit.

This is, by good authority, regarded as a variety of the Shaddock, but its habit of growth is peculiar, hanging in grape-like bunches, and its flavor is a refreshing combination of acidity, bitterness, and grapes. The liking for it, like that for fresh figs, has often to be acquired. Grape fruit is becoming quite popular in the Northern markets, which it reaches in December or thereabout.

Pineapples.

The successful cultivation of pineapples on a large scale and for market is a new industry in Florida, and has not yet enacted for itself a regular code of laws. The pine is largely an air-plant. It thrives on third-class pine land on the bluffs of Indian River, and on the coralline keys of the far south. The finest existing plantations are at Eden, some 20 miles above Jupiter Inlet, on Indian River. The pineapple bears fruit once and then dies, "suckers" springing up from the base of the leaves near the ground. From these suckers the plant is propagated, as also from the "crests" of the leaves, from certain tufts called "crownlets," from "slips," and from "eyes." Indeed, the whole plant fairly bristles with regenerative processes, the suckers being generally regarded as affording the best and surest growth. Within a few years an enormous number of pineapples will be grown in Florida. The demand is not only for table use, but for various extracts and flavors used by confectioners.

The Native Races of Florida.

At the time of its discovery by the Spaniards, in 1513, peninsular Florida appears to have been peopled by a race similar in manners, language, and customs to the Lucayans of Bahama and the Caribs of the West Indian and Windward Islands. The word *hammock*, frequently used in this handbook, and meaning land whereon hard wood grows, is the sole survival in English of the original tongue. These people were largely agricultural, were bold navigators, and brave warriors. There were several confederacies within the peninsula, often at war with each other, but generally preserving their independence. Such were the provinces of Tegesta and Caloosa where now are Dade, Munroe, and Lee counties. The region of Tampa Bay was Tocobaga, and opposite, on the Atlantic coast and the St. John's River, was the dominion of Utina, who held court on a large domiciliary mound near the outlet of Lake George. Toward the north and west these Carib races became merged in the Red Indian type, notably the Apalaches, who were, even in Soto's time, the acknowledged superiors of all the other tribes. Their territory was between the Suwannee and Appalachicola Rivers. Soto found them almost half civilized, and left them with their chief towns in ashes and most of their warriors slain.

All the early explorers speak admiringly of the native Floridian races. They were of large stature, light olive-brown in color, and given to tattooing their skins. They were very intelligent, ready to learn, and often possessed of courteous, dignified manners. In the beginning they were disposed to be friendly to Europeans, but very naturally resented attempts at conquest, and proved their dauntless courage on many a hard-fought field. Early in the eighteenth century serious dissensions arose among the Creeks and Cherokees of Alabama, and under the leadership of one Secoffee a strong party seceded, invaded the Alachua region, subjugated the surrounding tribes, whose strength had been broken by the Spanish scourge, and became known as "Seminoles," or outlaws. Other northern tribes, as the

Yemassees and others of the Creek family, followed their example, and by the beginning of the nineteenth century the Seminoles had overrun the State and the native Floridian had disappeared, or intermarried to an extent that left few traces of his existence.

Seminole Words, Phrases, Names, etc.

For the following list of words and their meanings the author is indebted to memoranda furnished by Mr. Kirk Munroe, in addition to that published in the "Florida Annual;" to lists and chance references in Sprague's "Florida War," and to Indians and hunters whose versions, if sometimes confusing, have in general verified the accuracy of the vocabulary. So far as known, no systematic attempt has ever been made to codify this language beyond imperfect vocabularies compiled at random, as in the present instance. It has no written signs save rude hieroglyphics, has no word for a Supreme Being, and apparently no conjugations and inflexions. The accent falls almost invariably upon the final syllables *kah*, *pah*, *nah*, and the like, which one is tempted to regard as different pronunciations of one and the same word—an article, perhaps. It is very difficult to convey or obtain a translatable idea from a Seminole. Few of them are willing to impart any information concerning themselves or their language. In conversation among themselves they use the long, clumsy names given in the vocabulary, even for the commonest articles of every-day use.

Alachua (name of county), *Big Jug*, place where waters go down.
Alligator, *Al-la-pat-tah.*
Alive, *A-lat-tchum-pah.*
American, *Fat-shay-not-kah.*
Arm, *Tche-suk-pah.*
Astonishment, expression of, *I-ce-lah.*
Axe, *Pot-sas-nah.*

Bad (adj.), *Hŭl-wah.*
Bad (no good, exclamation of contempt), *Ho-lee-wah-gus.*
Bad (That is a bad man), *Is-te-hŭl-wah-stchay.*
Ball, *Po-ko.*
Ball, Come and play ball, *Po-ko-tchah-liss-tchay.*
Basket, *Tcham-pah.*
Bat, *Sŭk-bŭl-hah.*
Bay-tree, *Is-to-mik-ko.*
Beads, *Tchak-e-shah.*
Beads, *Kon-no-wah.*
Beads, *Ka-koo-see* (Miccosukee).
Bear, *No-koo-see.*
Bed, *To-pah.*
Bed, *Po-ta-kah.*
Bewildered, *E-soo-bah.*
Big swamp, *Hay-up-pah.*
Bird, *Fus*, or, *Fus-wah.*
Bitter, sour, *At-mah.*

Black, *Lus-tee.*
Black man, *Is-te-lus-tee.*
Black water, *Wee-lus-tee* (a ceremonial drink).
Blanket, *Ah-tchee-tah.*
Blood, *Chat-tay.*
Blue, *So-pah.*
Boat (see *Ship*), *Pith-lo.*
Book, *Nah-koo-tchee.*
Boy, *Tchee-paw-nee.*
Branch (creek), *Hat-tchu-tchee.*
Brave, a brave man, *Is-te-han-naw-no-wah-mas-tchay.*
Breast plate or Bracelet, *Tchal-luk-an-aw-wah.*
Bread, *Tok-lee-kee.*
Brother, *Tchah-see.*
Brother (young), *Tchee-tchah-see.*
Buck (see *deer*).
Butterfly, *Tŭf-oo-lah-pah.*
Buzzard, *Soo-lee.*

Camp, *Is-tah-ah-poo.*
Camp, *Tcho-ko.*
Canoe, *Pith-lo* (see ship).
Cannon, *It-tcha-kluk-ko.*
Cat-fish, *Tsa-lo.*
Cedar, *Ah-tchee-nah.*
Cider, beer, *Wee-tok-see.*
Chair, seat, *Ol-li-gah-tah.*
Chief, *Mik-ko.*
Cloak, jacket, *Kah-pah.*
Cocoanut, *Tah-lah-so-kah.*
Come here, *At-tess-tchah.*
Corn, *At-tchee.*
Corn dance, *Poo-skee-tah.*
Council house, *Tim-pah-nah-kluk-ko.*
Council house, *Mik-ko-et-shay* (the King stands strong).
Covering, *Hŭk-sah-kee.*
Cow, *Wah-kah* (Prob. Spanish *Vacca*).
Crane (sand hill crane), *Wah-too-lah.*
Crazy, mad, *Had-jo.*
Crow, *Osh-hah-hah-nah.*
Cup, *Ah-loo.*
Curlew (red), *Ah-lo-lo-tchah-tee.*
Cypress, *Ah-tchee-nah-ho.*

Dance house, *E-pah-lah-kluk-kah.*
Dark, *Yo-not-tchah.*
Daughter, *Tchak-shŏs-tee.*
Day, day star (see to-day), *Neth-lah.*
Day after to-morrow, *Pŏk-see-ah-sah-mah.*
Day after the day after to-morrow, *Pŏk-see-ah-sah-mah-sat-ly.*
Deer, *E-tcho.*
  buck, *E-tcho-han-aw-no-wah.*
  doe, *E-tcho-hot-kay.*
  fawn, *E-tcho is-tchay.*
Deer fly, *Sto-no.*
Deer skin (dressed), *Tcho-see.*
Deer skin dresser, *Hee lah.*
Dirt, *Foo-kee.*
Doe (see deer).
Dog, *E-pah* or *E-fah.*
Dog (big dog), *Wus-lee.*
Don't know, *Stoon-tish.*
Dove, *Pat-e-tcho-lee.*
Dress, *Hoo-nah.*
Drum (fish, also probably the military drum), *Kas-ah-lal-ki.*
Duck, *Fŭt-tcho.*
  English duck, *Fŭt-tcho-klŭk-ko.*
  Summer duck, *Fŭt-tcho-tches-tee-kus.*

Eagle (golden), *Yah-tchee-lah-nee.*
Ear, *Hatch-ko.*
Earring, *Hatch-ko-tot-kah.*
Eat, *Hum-bux-tchay* (or *jay*).
Emathla (Charley Emathla was a famous chief), leader.
Englishman, *Met-ah-tchak-ul-kah.*
Eye, *Tŏt-lah-wah.*
Everglades, *Pah-ha-yo-kee* (much grass in water).

Fawn (see deer).
Feather, *Tchak-tee-kah.*
Feather, *Tow-fah-fah.*
Fire, *Loot-kah.*
Fish, *To-tee-kah.*
Fire fly, *Hock-tah-lat-kay.*
Ford, *Pil-lat-kah.*
Fort (enclosure), *To-pee-kee.*
Frog, *Soo-pat-kah.*
Frock or skirt, *Hŭn-nah.*
Flute, fife, *Fiff-pah.*

Girl, *Hock-to-tchee.*
Give, give me, *Ah-mis-tchah.*
Go, or I go, *Hi-e-pas* (*tchah*, sometimes added).
Good, *Hin-dl-stee.*
Good, too good, *Hin-dl-mah.*
Good-by, *Heep-ah-non-es-tchah.*
Good-morning (I am here), *Ah-lah-kay-is-tchay.*
Good! It is well, *Hink-lah-mas-tchay.*
  Not good. It is not well, *Hull-wax-tchay.*
Gone, all gone, *Sooks-tchah.*
Gopher (land turtle), *Ko-wee-kah.*
Grass, *Pah-kee.*
Green, *Ah-ko-lah* (Ocala ?).
Ground, *E-kun-nah.*
Gum-tree, *Hell-lo-kop-kee.*

Hair, *Gi-see.*
Half-breed (of a mixed race), *Mal-ee-tŭl-kah.*
Hammock, *Et-say-tchah.*
  Scattered hammocks, *Pil-lak-li-ka-ha.*
Hand, *In-kee.*
Hand, *Tchin-kee.*

Handkerchief, *E-no-chee-aw.*
Hat, *Kap-hah-to-kah.*
Hatchet, *Put-tchus-wah.*
Head, *E-kar.*
Heron, *Wah-ko.*
Horse, *E-tcho-lo-ko.*
House-fly, *Tchah-nah.*
Houses (the red houses), *Tchu-tchu-tchat-tee.*
Husband, *E-hee* (also an expression of affection).
He (pronoun), *Is-tee.*
Hard, *Hun-ee-lah.*
Very hard, *Hun-ee-lah-mas-tchay.*
Heart, *Ef-fah-gah.*
High, *Ul-way.*
Hill, *E-kon-hull-wah* (tall ground).
How are you (to the sick only)? *Tchee-hell-lo-see-lee.*

I, myself, *Ah-ho-wah.*
I do not understand, *Git-lo-sthah.*
Ice, *Hit-to-tay.*
Ibis, *Kat-kat-ah-wah.*
Indian (red man), *Is-tee-tchat-tee.*
Icheepopkasassee (name of a place), a place where deer feed, a deer pasture.

Koehadjo (a famous chief), *Mad partridge.*
Knife, *Slaf-kah.*
Know (I don't know), *Sten-to-see.*

Lake, *It-tee-ni-ah.*
Lake, *Wet-ee-kah.*
Lake, *Wee-pal-lo-kee-see.*
Leader, *E-math-lah.*
Leggings, *U-fee-tah-kah.*
Leggings (lower), *Tak-full-wah.*
Lie, It is a lie (literally, that fellow lies much), *Is-tee-lock-say-tah-mas-tchay.*
He lies, *Is-tee-lock-say.*
Light (not dark), *Sa-path-at-kee.*
Little (diminutive), *Tchee.*
Little boy, *Hun-nah-nu-tchee.*
Little girl, *Is-tah-tchee.*

Magician, *Is-tee-hŭl-wah.*
Magnolia, *O-kee-tok-su,* or *To-lo-kluck-ko.*
Man, *Han-nah-wah.*
Mantle, *Kap-pah-klut-ko.*
Maple, *Hah-no.*
Match, *E-sah-toots-kah.*
Medicine bag, *Hal-ist-chaw-way.*
Mile, distance, *Ah-kas-kah.*
Mirror, *Stok-hitch-kah.*
Moccassin (shoe), *Stal-lah-pee-kah.*
Moccassin (snake), *Wee-hat-kay.*
Mocking bird, *Fus-way-hah-yah.*
Money, *Sah-to-kah-no-wah.*
Moon, *Hah-less-see.*
Moon, *Neth-lee-hass-see.*
Mother, *Tchat-skee.*
Mole, *To-kah-lee.*
Mouth, *Tchuk-wah.*
Mosquito, *O-kee-hah.*
Muskmelon, *Fo-miss-tchah.*
Moustache or beard, *Tchak-is-say.*
My own, *E-ree.*
Mystery, *Wah-kull-lah.*

Needle, *Slah-po-tah.*
Night, *Neth-lee,* or *Yo-mot-skay.*
Necklace, neckerchief, *Notch-kah.*
No, *Coo-ree.*

Oak, *Al-lat-kah.*
Orange (sweet), *Yah-lah-hah.*
Orange (bitter), *Yah-lah-hah-at-mah.*
Orator, *Yah-tee-kah.*
Orator, *Yah-tee-kah-kluk-ko.*
Owl, *Hup-pee.*
Osceola (name of a Seminole chief), Rising Sun.

Palm,
Palmetto, or
Saw palmetto,
} *Tah-lah.*
Palmetto, *Tah-lah-lo-ko.*
Palmetto (cabbage palm), *Tah-lah-kul-kee* or *kluk-ko.*
Paroquet, *Po-tchee-lah-nee.*
Partridge, *Ko-ee.*
Pelican, *Sok-pah-kah.*
Pen (yard), *To-po-pee-kee* (see fort).
Pencil, *Swat-tchah-kah.*
Pepper range, *Ho-mo-sass-sah.*
Person, *Is-tee.*
Pigeon, *Pit-tchee.*
Pine-tree, *Tchu-lee.*
Pipe, *E-tchee-pŭk-wah.*
Pithlocoochee (name of a river), Canoe creek.
Plaza, a public square, *Tchuk-ko-kluk-ko.*
Potato, *Ah-hah.*
Pretty (adj.), *Hain-klits.*
Pretty (you are pretty), *Tchee-hink-lass.*

Rabbit, *Tcho-fee.*
Rain, *Oos-kee.*
Rattlesnake, *Tchit-ta-la-koo.*
Rattlesnake poison, Antidote for, *Pah-sah.*
Racket-stick, *To-ko-ne.*
Red, *Tchat-tee.*
Red-bay-tree, *Itto-mikko* (chief-tree).
Red bird, *Fus-tchat-te.*
Red man, *Is-te-tchat-tee.*
Rifle, *E-tchas-ata-he.*
River, creek, *Hat-tchee.*
River, *Wee-cluk-ko.*

Salt, *O-kah-kan-ah-wah.*

Sand fly, *Itch-kah-push-wah.*
Savanna, prairie, *Wee-hat-kay.*
Scalp, *Num-har.*
Scalp-lock, *Is-say.*
Scissors, *Su-tu-kah.*
Seminole, Outlaw, wildman, runaway.
Shingle, *Ah-tchee-nah.*
Ship, large vessel, *Pith-lo-hok-to.*
Shirt, *U-koff-ko-tah.*
Shirt, *Tok-sah-kee.*
Shoe, *Still-lee-pi-kah-wah-hee.*
Short, *Kah-tchuk-kah-no-sis* (add *tchay* for "very short").
Sister, *E-wan-mah.*
Sit down, *Lah-gas-tchay.*
Sit down (an expression used only in early morning), *Hah-hat-kee-hinks-tchah.*
Small, *Tchat-wah.*
Smoke, *Ho-pat-kah.*
Snake, *Tchit-tah.*
Snow, *Hit-to-kay-hat-kay.*
Son, *Tchah-poot-see.*
Soup, *Soff-kee.*
Spaniard, *Span-al-kay.*
Spirit (a spirit), *Wy-ho-way* (also alcoholic liquor).
Spoon, *Hok-kah.*
Spring of water, *Wee-ki-vah* (see *We-kiva*).
Spy, scout, *Is-tee-hay-tchul-kay* (one who has gone out to see).
Square, *Tchuk-ko.*
Squaw, *Hŏk-tce.*
Starch-root, *Koon-te-kat-ti.*
Star, *Hut-tee-tchum-pah.*
Still, be still (used by boys in the English sense of "shut up"), *Wy-kass-tchay* or *Wy-kay-buss-tchay.*
Stone, *Tchat-to.*
Store, *Nis-kat-tcho-ko.*
Sugar-cane, *Hah-lis-tchum-pah.*
Sun, *Hass-say.*
Sunday, *Neth-lah-tchah-ko.*
Surprise, exclamation of, *Hi-ee-lah.*
Sweet, *Tchum-pah.*

Table, *O-hom-pee-tah.*
Tall, *Ull-way.*
Tallahassee, Old cultivation field, "ancestral acres."
Thread, *Ah-fus-wah.*
Thunder, *Ten-et-kee.*
Tiger, *Kat-shah.*
Tiger-tail, *So-ko-tee-mat-lah.*
To-day (see Day).
Tobacco, *E-chee,* or *Hit-chee.*
Tobacco-field, *Hit-chee-puk-sah-see.*
Tobacco-bag, *E-tchee-soo-kah.*
To-morrow, *Pak-see.*
Tongue, *Tah-las-wah.*
Town, *Ta-lo-fah.*
Trader, *Is-nee-sah.*
Trail, *Nee-nee.*
Tree, *It-to.*
Tribe, *Al-kee.*
Trout-creek, *Tchu-lah-pah-pah.*
Turkey, *Pem-ee-wah.*
Turtle, *Lut-tcha.*

Understand, I don't understand, *Kit-lax-tchah.*

Wakulla (name of county), Mystery.
War, *So-lee-tah-wah.*
War-cry, *Yo-ho-ee-tchee.*
War-cry of victory, *Kah-hah-que-nee.*
Warrior, *Tus-te-nug-ge* (often used as an affix to a proper name). Add *Kluk-ko* for very great warrior.
Watch (time-piece), *Has-se-tse-kah.*
Water, *Wee-wah.*
Water-melon, *Tchas-ta-lay.*
Water moccassin, *Hah-lo-sok-kah-tah.*
Well, it is well, *Hink-lah-mas-tchay.*
What, *Hi.*
Withlacoochee (a river), River creek.
When, *Sta-mar-tee.*
Whip-poor-will, *Suk-bal-am-bal-lah.*
Whiskey, *Wy-o-mee.*
White, *Hat-kee.*
Wife, *Tcha-ee-kah,* or *Tchee-hi-wah.*
Wild cat, *Ko-ah-ko-tchee.*
Wildman, outlaw, runaway, *Sem-i-no-leh* (Seminole).
Wind, *Ho-tah-lee,* or *Hu-lah-lah.*
Wind, very high, *Ho-tah-lee-mas-tchay.*
Wind, gentle, *Ho-tah-lee-sto-mas-sin.*
Wolf, *Yah-hah.*
Woman, *Hi-wah, Hok-ta-kay, Hok-tee,* or *O-kee-tee.*
Woman (old), *Hok-tee-huk-tut-nez.*
Woman (young), *Hok-tee-man-nee-tay.*
Wrap or garment, *Huk-say-kay.*

Yellow, *Lah-nee.*
Yes, *Un-kah,* or *Ho.*
Young, *Man-ah-tchee.*
Your, you, *Tchah.*
Yah-hah-had-go (name of Seminole chief), *Mad-wolf.*
Yah-ho-euchee (name of Seminole chief), The great cloud.

Numerals.

One, *Ham-kin.*
Two, *Ho-ko-lin.*
Three, *Tut-sa-nan.*
Four, *Oos-ten.*
Five, *Tchoc-ta-pin.*
Six, *E-par-kin.*
Seven, *Ko-la-par-kin.*
Eight, *Sen-na-par-kin.*
Nine, *Oos-to-par-kin.*
Ten, *Par-lin.*

Eleven, *Ham-ko-la-lin.*
Twelve, *Ho-ko-lo-korlin.*

Names of Places.

The following is a partial list of names of places in Florida, with their English meanings.

Alachua, The big jug.
Alaqua (see page 1), Sweet gum.
Annutilaga, The laying-down place.
Apopka (see page 228).
Chasehowiska, Pumpkin Key.
Chichuchatty, The red houses,
Chokoliska, Old house.
Chuluota, Beautiful view.
Echashotee, Beaver house.
Econhallowey, High land.
Etawa, A person poleing a boat.
Etonia, Palmetto scrub.
Fenhalloway, Young turkey.
Halpatioka, Many alligators.
Hichepoksasa, Many pipes.
Homosassa, Pepper-range.
Istachatta (name of a town), mansnake.
Istopoga (iste atepoga), Someone drowned.
Locktshapopka, Acorn to eat.
Miccanopy (a Seminole chief, and the name of a town), Chief-of-chiefs.
Myakka, Fine country.
Ocala (name of a town), Green or fertile land.
Okeechobee, Big water.
Okihumkee, Bad water.
Oklawaha, Dark water.
Oklockonee, Crooked.
Panasofkee, Deep valley.
Pilaklalakha, Scattered hammocks.
Tohopekaliga, Place of cow pens.
Tathlapopkahatchee, } Catfish eating
Isalopopkahatchee, } creek (see Apopka).
Wakahonta, Cow pasture.
Wakasassa (name of town), cow pasture.
Wakulla, Mystery.
Wekewache, Water.
Wekiva, Big spring.
Withlacoochee, Swift river (or "long narrow water").
Wewakiahakee, Clear water.

Comparative Temperature and Rainfall in Florida.

Compiled from the U. S. Weather Bureau Reports.

Mean temperature (in degrees Fahrenheit) and average rainfall (in inches and hundredths) at stations of the Signal Service, United States Army, for each season of the year. (Computed from the commencement of observations at each, to and including December, 1884.)

STATIONS.	ESTABLISHED.	MEAN TEMPERATURE.				AVERAGE RAINFALL.			
MIDDLE FLORIDA, INCLUDING ATLANTIC AND GULF COASTS.		Spring.	Summer.	Autumn.	Winter.	Spring.	Summer.	Autumn.	Winter.
Jacksonville	Sept. 11, 1871.	69.1	81.4	69.9	56.8	10.47	17.79	16.70	9.74
Sanford	Sept. 1, 1882.	71.6	80.5	73.3	61.6	8.41	22.35	10.23	4.73
Cedar Key.....	Nov. 7, 1879.	70.3	81.7	72.4	60.1	8.86	24.10	11.72	11.18
SUBTROPICAL FLORIDA.									
Jupiter.....	Jan. 1, 1888.	72.4	80.0	75.7	69.4				
Key West.....	Nov. 1, 1870.	76.9	83.8	78.8	70.8	6.10	13.47	14.80	5.94
WEST FLORIDA.									
Pensacola.....	Oct. 27, 1879.	67.9	80.3	69.5	56.0	14.34	22.53	15.52	14.92

[The mean temperature is deduced from the three telegraphic observations, taken at the same moment of Washington time at all stations. The seasons comprise the following months: Spring—March, April, and May; summer—June, July, and August; autumn—September, October, and November; and winter—December, January, and February. Observations prior to August 25, 1872, were taken at 7.35 A.M., 4.35 and 11.35 P.M. (Washington time); from August 25, 1872, to November 1, 1879, at 7.35 A.M., 4.35 and 11.00 P.M. (Washington time); and from November 1, 1879, to December 31, 1884, at 7.00 A.M., 3.00 and 11.00 P.M. (Washington time).]

Average Number of Clear or Fair Days, in each Month and Year.

Compiled from the U. S. Weather Bureau Reports.

MIDDLE FLORIDA, INCLUDING ATLANTIC AND GULF COASTS.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual Average.
Jacksonville ...	21.9	20.3	25.5	23.9	25.5	22.8	26.1	25.9	21.8	23.0	20.8	22.4	280.1
Sanford	22.0	26.0	27.0	26.0	27.0	23.5	28.5	29.2	23.5	25.5	22.5	27.5	322.0
Cedar Key.....	23.8	22.0	27.0	26.0	27.0	26.0	26.4	26 6	28.4	27.6	24.2	25.1	311.0
SUBTROPICAL FLORIDA.													
Key West.....	26.0	24.5	28.4	27.4	26.6	24.9	25.8	26.2	23 7	24.1	24.4	26.5	307.7
WEST FLORIDA.													
Pensacola.....	20.2	20.6	22.8	22.2	24.2	24.2	25.0	25.2	25.4	24.2	21.9	20.2	274 6

NOTE.—The Signal Service rates as *clear* or *fair*, days that are in the main suitable for out-of-door life, so far as concerns actual rain. *Cloudy* days, which, of course, make up the remainder of each month, range from moderately showery to a protracted downpour.

Population.

Population of Florida, 390,435.
(*United States Census*, 1890.)

The Game Laws of Florida.*

Non-Residents.—McLellan's Digest, 1881, Chapter 80.—SEC. 15. It shall be unlawful for any non-resident of this State to hunt for game of any kind or description, for the purpose of conveying the game killed or caught beyond the limits of the State, without first obtaining a license from the clerk of the county in which he proposes hunting, for which he shall pay the sum of twenty-five dollars; and in case there be a company desiring to hunt together under the same license, they all may be included in one license by paying an additional five dollars each; but not more than six persons shall be included in the same license. [Sec. 16. Violation a misdemeanor; penalty, a fine of $50 to $500, one-half to informer. Sec. 17. The drying, salting, curing, packing, or caging of game shall be *prima facie* evidence of intent to ship.]

Sea Birds and Birds of Plume.—SEC. 19. It shall not be lawful for any person or persons to wantonly destroy the nest, eggs, or young of any sea bird or bird of plume in this State, on the land or coast, or in any of the seas, bays, rivers, creeks, or harbors, or within a maritime league of the coast of said State. [Sec. 20. Violation a misdemeanor; penalty, fine of $10 to $20.]

Birds of Plume.—SEC. 21. It shall not be lawful for any person not a citizen of the United States to kill any birds, for the purpose of obtaining plumes therefrom, on any part of the coast of Florida, or in any of the bays, rivers, creeks, or harbors, or inland waters or prairies of the same, or within a marine league of the coast of said State. [Sec. 22. Violation is a misdemeanor; penalty, a fine of $5 to $100.]

Fish Traps, etc.—Act of June 3, 1887.—SEC. 2. That it shall be unlawful for any person or persons to put, plan, or maintain any permanent trap or snare, or any other device that is permanent, for the purpose of catching fish in any of the lakes or streams in this State, or to use any seine

* From the Game Laws of America, Forest and Stream Publishing Company.

or drag net for the purpose of catching fish in such lakes or streams during the months of February, March, April, May, June, July, August, and September of each year. [Sec. 2. Violation is a misdemeanor; penalty, fine of $25 to $100, or imprisonment 10 to 40 days. Sec. 3. Officers are authorized to seize illegal apparatus.] SEC. 4. That nothing in this act shall be so construed as to prohibit any person from catching fish from waters owned wholly by himself or herself in any manner thought proper, and nothing in this act shall prevent persons from catching fish with a hook and line, unless the same is done for the purpose of shipping out of this State. [But Sec. 1 of this act, forbidding exportation of fresh-water fish, was repealed by act of June 4, 1889.]

Food Fishes.—Act of January 28, 1885.—SEC. 1. That it shall not be lawful for anyone to catch or capture any of the following fish: Mullet, trout, red fish, sheep's-head, pompano, mackerel, blue fish, red snapper, grouper, or juarell, within the waters under the jurisdiction of the State of Florida, for the purpose of making oil, fertilizer, and compost therefrom. [Sec. 2. Violation is misdemeanor; penalty, fine of not more than $200, or imprisonment two months, or both, at discretion of the court.]

Wanton Destruction of Fish.—McLellan's Digest, 1881, Chapter 107.—SEC. 8. It shall not be lawful for any person or persons, citizens or non-residents of this State, with or without a license, to engage in catching fish for the roes only, or turtle for the eggs only, or in any manner wantonly destroying the fish or turtle on the coast of this State.



MAP OF THE

STATE OF FLORIDA

TO ACCOMPANY

THE HANDBOOK OF FLORIDA

REVISED TO DATE.

Scale of Miles

0 10 20 30 40 50 60 70 80

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